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## DEPARTMENT OF OVERSEAS TRADE.

### COMMERCIAL REPRESENTATION ABROAD.

To foster British overseas trade, the Department has developed and controls the following services of Commercial Intelligence Officers:—

#### 1. IN THE EMPIRE.

##### *The Trade Commissioner and Imperial Trade Correspondent Services.*

At the present time there are 14 Trade Commissioners' offices. These are situated, four in Canada (Montreal, Toronto, Vancouver, Winnipeg); two in Australia (Sydney, Melbourne), South Africa (Capetown, Johannesburg) and India (Calcutta and Bombay—to cover also Ceylon); and one each in New Zealand (Wellington), Irish Free State (Dublin), British East Africa (Nairobi), and British West Indies (Trinidad).

The Trade Commissioners in the Dominions have the assistance of Imperial Trade Correspondents at a number of important centres.

In various parts of the Empire in which at present there are no Commissioners, there are Correspondents with whom the Department deals direct.

#### 2. IN FOREIGN COUNTRIES.

##### *(a) The Commercial Diplomatic Service attached to the British Diplomatic Missions.*

This service consists of thirty officers, who are stationed in all the more important foreign markets of the world. The members of the Commercial Diplomatic Service are styled "Commercial Counsellors" in the highest grade, and "Commercial Secretaries" in the two lower grades. They are members of the staff of the British Embassy or Legation in which they serve.

The Commercial Diplomatic Officer has general supervision over the commercial work of the consular officers in his area, and, with the co-operation of these two services, a complete network of Government commercial representatives is thrown over foreign countries.

The Department is represented in Egypt by Mr. R. M. A. Turner, O.B.E., Commercial Secretary, The Residency, Cairo.

##### *(b) The British Consular Service.*

Particular attention has been given to the commercial side of consular work since the re-organization of the service. In certain countries where no Commercial Diplomatic Officer is stationed, the senior Consular Officer undertakes duties of a similar character.

Members of British firms are urged to call upon the Department's representative abroad when they visit an overseas country. It is also important that they should make a point of their representatives abroad keeping in close touch with the Department's officers.

#### NOTE.

*It should be understood that the views expressed in annual reports are the views of the officers themselves, and are not necessarily in all respects those of the Department.*

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## COMMERCIAL SUMMARY.

*Area.*—About 1,000,000 sq. kilometres, of which some 32,000 square kilometres are cultivable.

*Population.*—1927 census, 14,168,756; including about 150,000 Europeans.

*Language.*—Arabic. English, French, Greek and Italian are also in common use in commercial circles. Catalogues for reference by Egyptian merchants should be in Arabic and English.

*Money.*—£E. (Egyptian Pound)=P.T. (piastres tariff) 100=1,000 milliemmes=£1 0s. 6½d. A dollar=a tallari=P.T.20=4s. 1½d.

*Rate of Exchange.*—Average 97<sup>5</sup>/<sub>8</sub> piastres to the £ sterling during 1928.

*Index Numbers.*—Index number of average cost of living during 1928 for native clerks, artisans and labourers earning £E.5 to £E.8 per month, over the whole of Egypt, 152½.

### *Principal Weights and Measures—*

1 cantar=100 rotls=99·0493 lbs.

1 rotl=144 dirhems=0·9905 lbs.

1 oke=400 dirhems=2·75137 lbs.

1 heml=200 okes=550·274 lbs.

1 ardeb=96 kadahs=43·455 gallons or 5·444 bushels.

1 keila=8 kadahs=3·63 gallons.

1 rob=4 kadahs=1·815 gallons.

1 kadah=<sup>1</sup>/<sub>8</sub> ardeb=3·630 pints.

1 feddan=24 kirats=5024·16 sq. yards or 1·038 acres.

1 cantar of unginned cotton=315 lbs.

1 cantar of ginned cotton=100 lbs.

Approximate weight of an ardeb of various seeds :—

Wheat 150 kilos. Barley 120 kilos. Beans 155 kilos. Maize

140 kilos. Lentils (whole) 157 kilos. Lentils (split) 132 kilos.

Note (i)—

1 bale of steam-pressed cotton=7·75 cantars.

1 bale of hydraulically pressed cotton=8·50 cantars.

1 ardeb of cotton seed=267 lbs.

8 ardebs of cotton seed=1 ton.

3 bales of steam-pressed cotton=1 ton 85 lbs.

Note (ii)—

In Egypt liquids are often bought and sold by weight and there are no specific Arabic liquid measures.

### *Total Imports—*

1927—£E.48,685,785; 1928—£E.52,043,969.

First quarter of 1928—£E.11,943,985; first quarter of 1929—£E.13,273,967.

*Principal Imports during 1928.*—Cotton piece goods, £E.6,562,449; piece goods of cotton and artificial silk £E.1,167,972; metals and metal ware, £E.8,988,041, including motor vehicles, £E.928,477; wheat flour, £E.2,153,233; petroleum products (including deliveries from the Suez Refinery), £E.2,436,613; coal, £E.1,531,832; manures, £E.2,320,629; timber, £E.1,624,288; tobacco (leaf), £E.1,358,849; woollen yarn and textiles, £E.2,058,964; silk yarn and textiles, £E.1,202,180; paper and printed matter, £E.1,042,101; refined cane and beet sugar, £E.997,858; coffee, £E.705,621; empty jute sacks, £E.668,282; cotton hosiery, £E.590,664; tea, £E.738,122; cement, £E.511,805; soap, £E.431,632; medicinal preparations, cosmetics, etc., £E.554,286; artificial silk goods (excepting piece goods), £E.414,012; cheese, £E.308,531; rice, £E.192,038.

*Imports from—*

THE UNITED KINGDOM.—Cotton piece goods, coal, iron and steel goods, machinery, woollens, soap, railway rolling stock and locomotives, motor vehicles, armoured electric wire and cable, sewing cotton, linen goods, spirit, cement, footwear, tobacco, etc.—£E 11,326,242.

FRANCE.—Woollens, motor vehicles, furniture, medicines and perfumery, silks, artificial silks, machinery, iron, steel and copper goods, fancy goods, cotton piece goods and other cotton goods, etc.—£E 5,295,906.

ITALY.—Cotton piece goods, motor vehicles, silk and artificial silk goods, woollens, cotton hosiery and other cotton apparel, etc.—£E 4,933,748.

GERMANY.—Paper, cotton hosiery and other goods, iron and steel goods, copper and brass goods, dyestuffs, chemicals, machinery, etc.—£E 3,552,075.

UNITED STATES.—Flour, motor vehicles, oils, rubber tyres, etc.—£E 2,687,799.

BELGIUM.—Cement, glass and glassware, cotton piece goods, iron and steel goods, etc.—£E 1,998,011.

CZECHOSLOVAKIA.—Glass and chinaware, tarboushes, cotton piece goods, boots and shoes.—£E 1,307,998.

*Total Exports (domestic)*—£E 56,165,256.

*Principal Exports.*—Raw cotton, £E 45,137,823; cotton seed, £E 2,512,812; cotton seed cake, £E 528,047; cotton seed oil, £E 315,392; onions, £E 1,246,444; rice, £E 1,023,053; maize, £E 946,494; hides, skins and leather manufactures, £E 403,053; cigarettes, £E 341,140; petroleum products, £E 453,134; eggs, £E 288,081; phosphates, £E 148,372; raw wool, £E 109,039.

*Exports to—*

UNITED KINGDOM.—Raw cotton, cotton seed, cotton seed cake, cotton seed oil, onions, eggs, maize.—Total £E 21,532,193.

UNITED STATES.—Cotton, onions, raw wool, phosphates.—Total £E 6,118,121.

FRANCE.—Cotton, benzine, onions, eggs, wool.—Total £E 6,785,806.

ITALY.—Cotton, onions, skins.—Total £E 3,745,602.

GERMANY.—Cotton, cotton seed cake, onions.—Total £E 3,345,680.

RUSSIA.—Cotton.—Total £E 3,109,706.

JAPAN.—Cotton and phosphates.—Total £E 1,792,918.

SWITZERLAND.—Cotton.—Total £E 1,986,804.

SPAIN.—Cotton and eggs.—Total £E 1,167,621.

CZECHOSLOVAKIA.—Cotton.—Total £E 948,594.

*Railway Mileage (excluding auxiliary lines).—*

Total open mileage, 1927-28	...	...	3,325 kiloms.
" " " 1928-29	...	...	3,410 "

*Mercantile Marine—*

Steamships, 38; Sailing Vessels, 229. Total, 267.

**REPORT**  
ON THE  
**ECONOMIC AND FINANCIAL SITUATION IN EGYPT,**  
*June, 1929.*

**INTRODUCTION.**

As will be seen later in this report, the reserves of the Egyptian Government are now estimated to amount to some £E.40,000,000, while in 1928 Egypt had an active trade balance of some £E.5,500,000. So far, therefore, the financial position of the country may be regarded as excellent.

The distribution of wealth is, however, very unequal and the improvement in the spending capacity of the fellah as compared with pre-war times is stated to be scarcely noticeable. This is due, among other things, to the rent system and to other, largely traditional, factors, as a result of which the small agriculturist, who constitutes some nine-tenths of the population, is in practice always in debt to his landlord, and in many cases to the village usurer also. Time, supplemented by the various Government measures already introduced and contemplated, should eventually improve this state of affairs, but progress will be slow.

The very extensive Government programme for the increase of cultivable land will do much to relieve congestion in the provinces, while the efforts to build up local industries, of which the Banque Misr is one of the leading protagonists, will in time also provide employment for the surplus population, the rapid increase in which is regarded with misgiving by some Egyptian national economists. The Government programme of social legislation, particularly as regards hygiene and education, will in course of time also materially improve the standard of health of the population and decrease the percentage of illiterates. On the other hand, in some quarters anxiety is expressed lest, if these improvements proceed more quickly than the economic development of the country, the impetus given to the normal increase in the population, coupled with the improved standard of education, may produce a surplus of educated persons for whom no suitable employment will be available. Even to-day there are complaints that "the professions" are overcrowded.

It is, however, possible and indeed probable that these difficulties will be automatically counteracted as the general development of the country proceeds. At the present moment, although the great majority of the population live in comparative poverty—though as a result of their frugality definitely removed from the hunger line—Egypt is as a whole a prosperous country. Her natural wealth, as represented by the important Government

undertakings and constructions, is steadily increasing; private building continues, often on an extensive scale; while the quantity of Egyptian securities held in the country is constantly augmented. The high price level maintained by these securities on the world's market is, moreover, evidence of the good credit enjoyed by the country. At the same time the amenities of life in the principal towns are being constantly improved and modernised, and compare favourably with those in many towns in Europe.

Side by side with this "Europeanisation" of the towns has proceeded a sophistication of the commercial life of the country. This has its good sides, for example, in the development of the use of banks, with a consequent reduction of "hoarding" and increased use of cheques (a clearing house for Cairo was opened in November, 1928, and for Alexandria in May last, figures of the business done being shown in Appendix XXIII), and a close contact with the majority of European and oversea markets. On the other hand, it has led to a very great increase in the number of people engaged in business and consequently to greater competition. The phenomenon of the entry into business in post-war years of young men with no experience, and some little capital which is often soon lost, is not indeed peculiar to Egypt, but it would appear to be continuing longer in this country than in most. Concurrent with this increase in the number of men engaged in business locally is increased competition on the market by foreign shippers, the inter-reaction of the two resulting in price-cutting, failures and realisation of stock at under cost price, with consequent disorganisation of the market.

Thus, although 1928 and the opening months of the current year showed an increase in trade, coinciding with the generally favourable conditions of the cotton market, complaints of an unhealthy state of trade were not infrequent, and indeed after one or two large failures in the cotton piece-goods branch, the word "crisis" was heard in certain quarters. At the same time criticisms were levelled against the banks who, it was maintained, had unduly reduced credits. It seems not unlikely that, in the case of certain of the newer banks, whose credit policy had been somewhat too lenient owing largely to the fact that the safest business was already in the hands of the older establishments, the over-trading that had taken place on the market had forced them to greater circumspection. In a market like Egypt where extensive credit giving between business men is inherent, the failure of one man affects his neighbour more generally than in other countries. The position of the market as a whole was therefore undoubtedly affected. On the whole, however, the older banks maintained their usual standard of credit facilities, and while temporarily unpleasant on all sides, the elimination of the less solidly founded businesses will doubtless in the end prove beneficial to *bona fide* traders.



Financial conditions in Egypt were comparatively favourable during 1928. A steady cotton market was, of course, mostly responsible for the improved conditions, with the result that, despite minor fluctuations in cotton prices, the 1928 market can be regarded as having completed the general recovery from the so-called slump in 1926.

In 1927 the majority of cultivators delayed fixing the price of cotton, thus receiving no benefit from the good prices ruling during the early part of that year, but in 1928 actual prices ruling at the time of delivery seemed attractive, and a large proportion of the crop was fixed.

During the year the banks who specialise in the cotton industry carried out a cautious policy in regard to credits to growers, with the result that a healthier situation now exists. Furthermore, the fact that the 1929 cotton crop is estimated at 7,500,000 cantars and has, on the whole, sold freely at prices which are remunerative to growers, would seem to indicate that the satisfactory conditions will continue during the present year. On the other hand, wages in the provinces remain low, viz., Pt.4 and Pt.5 for men and Pt.2 and Pt.3 for boys and girls per day.

The total imports into Egypt increased by some three and a-half million pounds Egyptian as compared with 1927, and total domestic exports increased by about seven and three-quarter million pounds Egyptian.

From the official figures shown in Appendices XIV and XV it will be seen that exports of cotton during 1928 were 7,433,000 cantars valued at £E.45,137,000, as against 7,383,000 cantars worth £E.39,000,000 in 1927.

There was some increase in postal savings figures and in Agricultural Bank returns, while banking conditions generally were comparatively favourable during the year.

The average Egyptian Government bank note issue for 1928 was about £E.27,700,000 against £E.28,600,000 in 1927, but this figure is affected by the withdrawal during the latter year of Egyptian bank notes from circulation in Palestine. The figures for the circulation of notes during the last three years are given in Appendix XXII.

In spite of the apparently improved conditions of the market during the year under review, bankruptcies (mostly in the textile business) in many cases involving considerable losses to manufacturers, were more prevalent than in 1927.

On the whole it may be said that the general situation is such as to warrant no small degree of optimism in regard to the economic development of the country. In many quarters Egyptians are becoming more generally alive to their country's potentialities, and while there is always some risk of such new-born enthusiasm over-running itself, yet there are grounds for the belief

that, given political stability and wise guidance, the progress which of recent years has manifested itself in Egyptian economic life should continue and indeed be accelerated.

#### STATE FINANCE AND NEW WORKS PROJECTS.

The State budget for 1929-30 provides for expenditure of £E.47,410,000, while revenue is estimated at £E.38,950,000, the deficit of £E.8,460,000 being charged to the Reserve Fund, which amounts to some £E.40,000,000. This large reserve is the result mainly of underspending, in previous years, of sanctioned credits. The following table shows the comparative budgetary receipts and expenditure for the years 1927-28, 1928-29 and 1929-30, and the estimated call upon the Reserve Fund for each of these financial years :—

Year.	Receipts.	Expenditure.	Estimated call on the Reserve Fund.
	£E.	£E.	£E.
1927-28 ... ..	36,277,000	38,919,000	2,642,000
1928-29 ... ..	37,532,000	40,170,000	2,638,000
1929-30 ... ..	38,950,000	47,410,000	8,460,000

The estimated increase in receipts during the present financial year is based on the expected rise in customs receipts in proportion to the anticipated expansion of imports; on registration taxes under Law No. 28 of 1928, and on higher rates of interest now being obtained from investments of the Reserve Fund. It should be observed that the interest on funds, estimated at £E.2,795,000 for the present financial year, must gradually decline until extinguished with the weakening of the Reserve Fund, and that therefore this item cannot be counted upon indefinitely as a source of revenue.

Egyptian State railway receipts are estimated at £E.6,971,000, representing an increase of £E.121,000 compared with 1928, and other estimated increases in respect of direct taxes, customs, judicial and registration charges, after deduction of £E.82,000 decrease in port and light dues, &c.,\* should result in a net increase in receipts of £E.1,418,000.

Setting aside the estimated expenditure under Title I of the budget in respect of salaries and allowances of the ministers and their personnel, a comparison of the other three headings for 1928 and 1929 may be of interest :—

\*(This decrease is due to the reduction of light dues by 40 per cent. as from June 10th, in response to representations made to the Egyptian Government on behalf of numerous shipping interests).

Year.	Title II (General Expenses).	Title III (New Works).	Other Titles.	Total Expenditure.
	£E.	£E.	£E.	£E.
1927 ...	11,858,000	11,993,000	9,156,000	47,410,000
1928 ...	11,108,000	6,882,000	8,385,000	40,170,000
Increase ...	730,000	5,111,000	771,000	7,240,000

In justification of the contemplated heavy draft upon the Reserve Fund, viz., £E.8,460,000, the Egyptian Government advances the necessity, in the interests of the country, of the execution of major works, particularly in respect of irrigation, drainage, communications, public health, roads, buildings, &c., many of which must ultimately become productive not only from the point of view of the well-being of the nation but also as revenue producers.

Thus, in the Irrigation Department's budget appears a credit for £E.3,900,000 in respect of works required for assuring sufficient Nile water during the low-water period, and the Ministry of the Interior is granted a credit to the amount of £E.654,000 to be devoted to advances to municipalities and local commissions for purposes of water, lighting and sewage installations. Also the Egyptian State railways budget includes a credit of £E.404,000 for the laying of new lines and the conversion to double track of certain existing single lines.

With the object of meeting the increased expenditure necessitated by the proposed creation of a cotton reserve and of the vast expenditure required for the public works, the Egyptian Government is seriously exploring ways and means of increasing the State revenue, not the least important of which is the proposed change in the customs tariffs to come into operation when the last commercial treaty expires in February, 1930. It is understood that, roughly speaking, it is hoped to double the revenue from customs duties.

Among the items of expenditure, interesting from the manufacturer's point of view, are the following :—

**Ministry of Public Works.**—Total grant £E.9,737,635, of which the *Irrigation Department* takes £E.4,664,000 for new works as compared with £E.2,538,000 in 1928. The credits for new works provide for £E.648,000 to be spent on the heightening project for the Assuan Dam, for which the total cost is estimated at £E.3,800,000; £E.1,480,000 in respect of the continuation of the works on, and connected with, the Nag Hamadi Barrage; and £E.405,000 for the white Nile projects including £E.40,000 for aerial survey. In all, the large credit of £E.3,900,000 has been sanctioned in the 1929-30 budget in respect of works destined to augment the supply of Nile water during the low water season. The total final cost of these projects, the completion of which will take several years, is estimated to amount to no less than £E.21,000,000.

Works to be executed include the installation of diesel four-stroke plant, high or low compression, mechanical or air injection, viz. :—

1 of 166 h.p. } Required for Giza and Gezireh Waterworks.  
 1 of 110 h.p. }

2 of 100 h.p. required for Amria Conversion Project.

Instead of installing diesel engine plant in Upper Egypt, it is proposed to erect water turbine generating sets at Nag Hamadi with a number of motor driven pumping stations north and south.

Ten motor driven pumping stations will be required for Esna.

The initial expenditure for the installation of two 3-phase transmission lines for feeding 14 subsidiary pumping stations of powers varying from 10 to 15 cubic metres per second with central switch gear for drainage purposes is also included in the budget estimates of the Ministry of Public Works.

It is estimated that the ultimate cost of the transmission cables for this project will amount to some £E.500,000, but it must always be realized that actual expenditure usually comes well within the estimates.

It may be assumed that similar transmission equipment will later be required for the Upper Egypt projects, the power for which would be provided by Seru Station, but no provision has yet been made for these projects.

Total credits allocated to the *Main Drainage Department* for the current financial year amount to £E.492,748, of which £E.411,500 is in respect of New Works. The heading "New Works" comprises £E.173,000 in respect of advances to Municipalities for drainage works at Demanhour, Port Said and Zagazig, and £E.75,000 for various works which the Department undertakes each year with the object of gradually completing the drainage system of the Capital. The remaining credits comprise the execution of new works, expenditure for which is spread over more than one year, for example the construction of a second collector and drains and improvement of existing water flushes in Cairo; £E.80,000 for the establishment of a drainage system on Rhoda Island, at Zamalek and to the west of the Nile between Guizeh and Embabeh; and £E.12,000 for the purchase and installation of a fifth pump and auxiliary steam engine at Kafr-el-Gamous.

As the existing drainage system of Cairo was only laid with the object of functioning for 25 years, it was appreciated that important projects would soon have to be devised for replacement and improvement. Of course the Amria station will take up the outlying drainage, but as the population of Cairo has increased by some 15 per cent. above the increase foreseen when the system was laid out and as water requirements have reached an unexpected level, it is to be anticipated that in the near future the Egyptian Government will have to contemplate considerable expenditure in this direction. It is satisfactory, however, to feel that a start has been made with the project for the installation of drainage at Guizeh and Rodah, estimated at £E.317,000, which was approved by the Council of Ministers on the 23rd August, 1928, and is intended to form an integral part of the Cairo system, will form a welcome addition to the works in operation and under consideration.

The pump and steam engine for the Kafr-el-Gamous station, the cost of which is estimated at £E.22,412, are required to prevent water from invading dwelling houses on occasions of heavy rainfall in the winter or when Nile levels are very high.

The *Mechanical Department* receives a credit of £E.259,252, of which £E.51,574 is to be devoted to new works, but as the *Irrigation Department* bears the lion's share of expenditure in connection with the major works, the *Mechanical Department's* budget remains more normal.

It is expected that the pumping station at Maghagha will begin to function by the end of November, and that the power pumping station at Seru will be ready for work by December.

*State Buildings Department* received £E.1,506,938, of which £E.1,200,000 is allocated to New Works, which include £E.408,000 for the construction of hospitals in the Provinces, and £E.459,000 for the Ministry of Education and the Egyptian University. This figure includes a credit for £E.73,000 in

respect of three new primary schools at Damietta, Beni Suef, and Assiout, and two new industrial schools at Damietta and Minieh for the 1929-30 financial year, the total cost of which will ultimately amount to £E.203,000.

It should be observed that the procedure in regard to new buildings is for the Ministry concerned to send its proposals with the budget to the Ministry of Finance, and at the same time to notify the State Buildings Department of its proposals, placing them in order of priority. The Department is responsible for placing the contracts for the construction of the buildings, but only a certain number of the proposals reach this stage during the year, with the result that many credits have to be carried over to the next year's budget. For example, in the budget of 1928-29 appears a credit for £E.60,000 towards the building of a new Arts and Crafts School at Abbassieh, but as only a portion of that credit was expended during that year it has been necessary to carry over the required expenditure to the budget of 1929-30.

Of the total budget allotted to the Ministry of Education amounting to £E.3,237,007, only £E.279,271 is in respect of New Works (the Antiquities Department taking £E.20,500 for this purpose), but it must be remembered that all that Ministry's new building projects are included under the budget of the State Buildings Department.

The *Cairo Tansim Department* receives £E.1,007,624, of which £E.356,411 is to be devoted to new works mostly comprising macadamization and widening of roads, construction of a tunnel, etc. The sum of £E.285,000 is to be devoted to the continuation of new works, credits for which had been opened in the 1928-29 budget.

The *Physical Department* receives £E.61,918, of which £E.2,340 is to be devoted to the participation of the Egyptian Government in the cost of administration of the proposed East African Meteorological Observatory.

**Ministry of Communications.**—The expenditure budget of the Ministry of Communications amounts to £E.9,789,180, of which the *Egyptian State Railways* receive £E.6,318,588. This is £E.430,248 above that of 1928-29, but £E.40,700 of this amount is destined for the erection of workmen's cottages.

Railway credits for new works are estimated at £E.1,739,430, as compared with £E.1,365,400 in the previous budget. This grant comprises, among other projects, the sum of £E.880,000 in respect of the continuation of works approved in 1928 and £E.297,930 for the execution of new projects of which the following are the most important :—

	£E.
Construction of a workmen's hospital ... ..	11,000
Inland water transport in Upper Egypt ... ..	50,000
Motor bus service ... ..	45,000
Enlargement of the electric power station at Gabbari ... ..	77,000
Construction of a hotel at Cairo Station (total estimated cost £E.100,000) ... ..	30,000
Laying of a line between Cairo and Suez (total estimated cost £E.180,000) ... ..	20,000

The sum of £E.30,000 is also included in the budget as a first contribution towards the £E.190,000 which it is estimated will ultimately be spent on the electrification of the Matarieh line, if or when this project is put into execution.

Having invited international tenders for the electrification of the Helouan line, in connection with which the services of an eminent consultant engineer had been engaged, the Egyptian Government later decided to postpone the execution of the project, to which reference was made in discussing the budget for 1928-29.

Other projects, partly included in the 1929-30 and partly to be carried over to the 1930-31 budget, are the following :—

(1) Construction of the new Kosseir line (two-thirds of this expenditure is borne by the 1929-30 budget and one-third to be carried over to 1930-31.

(2) Construction of Mersah-Matruh line (one-fifth to be charged to the 1929-30 budget and the remainder to the 1930-31.

As before stated, the estimated cost of the new lines, conversion to double track of existing single lines, etc., will amount to some £E.404,000. Provision has also been made for the purchase of the following material :—

	£E.
6 River steamers and 20 barges ... ..	50,000
20 Steam rail cars ... ..	2,000
(Estimated cost (£E.12,000))	
20 Side tank locomotives ... ..	160,000
Rolling stock (normal renewals and new works)	

Egyptian State Railway projects also include the removal of the existing locomotive workshops to another site, which was foreseen in the 1928-29 budget. A credit of £E.2,640,797 in respect of general and normal expenditure provides for ordinary maintenance and renewals of existing equipment for which important orders are placed during the year.

The *Egyptian State Telegraphs and Telephones Department* receives a credit of £E.1,335,085 of which £E.616,500 is in respect of new works. The grant allotted to "General Expenses," viz., £E.196,980, while mostly required for works in service, also contributes a certain amount towards new works. Of the grant for new works £E.93,000 is in respect of works which continue from year to year; £E.366,350 for the continuation of works in hand, and £E.150,150 for new projects.

The very important increase in expenditure on works already begun compared with the previous budget allowance is due to the fact that it includes the sum of £E.200,000 in respect of the underground telephone line between Cairo and Alexandria, and another £E.90,100 for different automatic exchanges against £E.29,000 in the previous budget. Of these projects, one of the most important is that for the proposed 15,000 line exchanges at Alexandria, which in future years will probably be extended by a further 5,000.

The credits asked for new projects are the following :—

#### TELEGRAPHS.

Purchase of 4 portable wireless installations for use in the desert ... ..	£E.
Installations of wireless stations in the Oases ... ..	10,000
	8,000

#### TELEPHONES.

Laying of new underground lines at Cairo (£E.27,000); Alexandria (£E.12,000); and Heliopolis (£E.11,000) ...	50,000
Installation of a cable to connect the Central Exchange at Cairo with Helouan and Meadi in place of the existing overhead wires ... ..	18,600
Metallic casings for Provincial lines ... ..	10,000

The *Egyptian Postal Administration* receives £E.721,440.

The *Ports and Lights Administration's* budget of £E.608,437 includes £E.406,155 for new works, of which £E.367,155 is to be devoted to the execution of works for which credits had been opened in the budget of 1928-29, and £E.39,000 to new projects.

The credits under the first category are destined notably for the construction of a lighthouse at Abu-el-Kizan (£E.42,700); two depots for the Port of Alexandria (£E.62,000); landing wharves for the pilgrim traffic at El Tor (£E.30,000); and towards the construction of a petroleum basin and nitrate quay in the port of Alexandria (£E.80,500).

Of the credits allocated to new works the most important are the following :—

	£E.
Enlargement of the Port of Montazah ... ..	15,000
Construction in the Port of Alexandria of a new quay for coal and quarantine service ... ..	20,000

The various credits for improvements of Alexandria Harbour mentioned above are, of course, comprised in the general Alexandria Harbour development projects submitted by an International Committee of Experts in 1926, in connection with which the Egyptian Government have recently engaged the services of an eminent consulting engineer. The total final cost of these works is estimated to amount to some £E.2,000,000.

**Main Roads and Bridges Department.** The total grant for this department amounts to £E.535,849, of which £E.317,930 is for new works. Of this last £E.169,730 is to be devoted to works already begun and to those which are renewed from year to year, and £E.138,200 to new projects.

The first category comprises mostly construction of bridges for the Municipalities and repairs of unsafe bridges (£E.45,000); the construction of a Nile bridge at Benha (£E.40,000), and the macadamization of the road from Kafr-el-Dawar to Abu Hommos (£E.15,000).

New works include the following :—

Repair of Kasr-el-Nil Bridge (total cost estimated at £E.400,000) ... ..	£E. 20,000
Widening of the Cairo-Alexandria road (total cost estimated at £E.70,000) ... ..	20,000
Widening of the Cairo-Luxor road ... ..	35,000
Macadamization of the Giza-Badrashein road ... ..	13,000
Widening and improvement of the Aboukir road ... ..	10,000

Moreover, the credit in respect of the widening and improvement of roads has been increased from £E.7,500 to £E.15,000 as a result of the decision to charge to that credit the expenditure for road works of which the cost does not exceed £E.5,000, instead of charging such amounts to new works.

The total credit of the **Ministry of War and Marine** amounts to £E.2,072,545, of which £E.149,848 is allotted to new works, which are mostly to be devoted to the construction and modification of barracks, stables and other buildings.

£E.9,165 is allocated to the Frontier Districts Administration for the construction of hospitals, and provision is also made for the erection of a condenser at Sollum.

The total grant to the **Ministry of Finance** amounts to £E.3,553,783, of which the following items of expenditure are perhaps the most interesting from the manufacturer's point of view :—

**Survey Department.** Total credits, £E.634,914. New works receive £E.110,000.

**Government Press** receives £E.124,777, of which only £E.2,950 is allotted to new works. The only matter of particular interest in connection with this department's operations is the decision of the Egyptian Government to have all official envelopes manufactured by the Government Press instead, as hitherto, of importing such stationery from abroad.

**State Domains Administration.** This department, whose total grant is £E.434,917, is an important purchaser of agricultural machinery and fertilizers.

**Coast Guards and Fisheries Administration.** This department's total grant is £E.386,128, of which £E.105,131 is in respect of new works. The more important items of expenditure are the following :—

A credit of £E.66,331 for the remainder of the amount sanctioned in December, 1928, for the purchase of a Troop Transport.

£E.19,440 in respect of the purchase of a vessel destined for fisheries research work.

£E.17,500 in respect of the 1929-30 contribution to the cost of a training ship in connection with the projected naval school.

The necessary credits for the vessels above mentioned were opened in the 1928-29 budget.

**Department of Commerce and Industry.**—Total grant £E.190,156 compared with only £E.35,454 in 1928-29. A wide programme has been elaborated for this department, of which the following proposals are indicative of the intention of the Egyptian Government considerably to enlarge the scope of the department's activities :—

(1) The collaboration of technical experts to study different industries such as marble, pottery, glass-work, furniture, chemicals, canning, etc., and to institute measures with a view to the development of such industries.

(2) Creation of a Cereals Exchange and an office for the control of exports.

(3) Creation of a tannery, dyeworks, and shoe factory.

(4) Subventions to chambers of commerce.

(5) Amelioration of the rice industry (hulling).

(6) Purchase of materials to be sold on credit terms to small manufacturers.

The services of British experts have already been engaged in connection with projects for rice hulling, tanning and dyeing, to which reference is made elsewhere in this report.

It has further been decided to appoint as head of this department an official with the rank of Director-General in place of the former less elevated grade of Controller. The Director-General will, it is understood, be assisted by a Consultant Adviser.

**Ministry of Interior.**—The item of most interest in the budget of the Ministry of the Interior is a credit of £E.481,000 in respect of advances to Municipalities and Local Commissions for purposes of lighting and water installations. The Department of Municipalities and Local Commissions purchases most of its requirements on the Continent, but it engaged the services of a British consultant engineer in 1928 to advise on the question of domestic water supply in the provinces. It is understood that this consultant has already submitted his report on this important question.

**Department of Public Health.**—The Department of Public Health has elaborated a programme for the construction over five years in the Provinces of 150 hospitals and to add a clinic to each provincial hospital for treatment of out-patients for ophthalmia, bilharzia, etc.

Credits under the above department's budget of £E.1,614,257 provide for the execution of the first section of the new hospitals project (*see* estimates under heading of State Buildings Department, which provides for the execution of the first section of the work and for the beginning of the second). Estimates are also included of £E.200,000, £E.45,000 and £E.10,000 respectively for marsh reclamation, malaria campaign, and destruction of mosquitos responsible for dengue fever and yellow fever.

Provision is also made for the establishment of four dispensaries for infant welfare, two clinics for the treatment of leprosy, three Cantonal hospitals, six sanitary offices, and for the purchase of 104 beds for provincial ophthalmic hospitals.

A credit of £E.10,000 is included for disinfection services.



### NEW WORKS DURING 1928.

The ambitious programme of development in irrigation and drainage by means of a chain of up-to-date pumping and electric generating stations throughout the Delta, and of separate stations in Upper Egypt, which had been planned some years ago but owing to the war and for other reasons had not been executed earlier, was seriously taken in hand some few years ago, with the result that during the past two years, following some earlier conversion operations, contracts for the erection of important stations at Mex, Abu el Menaga, Seru, Atf, Esna and Belcas were placed at a total cost of £E.551,797.

It is to be regretted that of all these large mechanical orders only that for the supply and erection of a station of three turbo alternator generating sets with auxiliary diesel engine and generator was secured by a British firm. It is possible that the general success of Continental manufacturers has been due to a certain extent to the preference shown by the Mechanical Department of the Ministry of Public Works for the open air-injection design of diesel engine, which particular combination appears to be mostly produced in central Europe. During 1928 deliveries of the following diesel engine plant of foreign manufacture were made to the order of the Public Works Ministry :—

Four	1,300 B.H.P.
Four	540 B.H.P.
Two	400 B.H.P.

The Main Drainage Department placed important orders during the year for sewer reticulation, duplicate main collector, pumping engines, duplicate rising main and machinery, air compressor plant, piping, &c., for which budget estimates were provided to the amount of £E.406,500.

The large pumping station at Amria (the contract for the machinery for which had been secured by a British firm in 1926) was officially opened by His Majesty the King of Egypt early in 1929.

Although United Kingdom manufacturers secured an important order for a 46in. diameter cast iron rising main in the Damanhour area, the contract for the installation of the piping required for Amria was taken by a French firm at a lower quotation.

Apart from the cost of preparation of designs and estimates connected with the construction of the new Kasr-el-Aini Hospital (Faculty of Medicine), which has been designed by a British firm of architects, no estimate was included for this project in the 1928-29 budget, but initial expenditure is carried over to the 1929-30 budget.

A beginning was made in the execution of the Ministry of Education's programme of new schools, to which fuller reference is made under the heading of the budget for 1929-30, but owing to congestion resulting from the many departmental demands upon the State Buildings Department, a great part of these works had to be carried over to the 1929-30 budget with consequent delay in execution.

Among the more important orders placed by the Egyptian State railways, telegraphs and telephones administration with foreign firms during the year under review were the following :—

	£E.
20 Side tank engines : Italian firm at a cost of ...	91,580
320 Open low sided wagons : Franco-Belgian group	52,160
Mansourah bridge : Belgian firm ... ..	5,343
Steel sleepers : Belgian firm ... ..	28,439

The most important orders secured by British firms were for the roofing required for the new locomotive workshops, 13 steam rail coaches, underground cable—Cairo to Alexandria, and automatic exchanges at Cairo and Mansourah.

#### ELECTRIFICATION SCHEMES.

Egypt has not remained oblivious to the great advances made of recent years in the use of electric power, and it seems not unlikely that in the near future various schemes for electrification, which are at present somewhat nebulous, may take more concrete form.

During the early part of the current year tenders were invited for the electrification of the Helouan railway, but were eventually refused on the ground that it had been decided to postpone that undertaking in view of certain more comprehensive schemes that had in the meantime been put forward. Similarly the proposals of a Franco-Belgian company, which had been formed with the object of erecting a large power station at Shubra for the supply of power to various existing undertakings, were not accepted.

Other and more ambitious schemes in which interest has, it is understood, been shown by various British and other groups envisage a more or less general electrification of the whole country, either from thermo-electric or hydro-electric stations or a combination of both.

In connection with the suggestion that the required power should be generated hydraulically, it is of interest to note that in their report on the question of heightening the Aswan Dam the international experts advised that the fabric of the dam should not be pierced for the purpose of harnessing the water. It is, however, in some quarters believed that the desired result could be obtained without piercing the dam, as it is also contended that the difficulties

attendant on the transmission of power from such a far distant source to the centres of consumption could also be overcome.

Another scheme, which, however, by many is considered to be uneconomic if not impracticable, is connected with a proposal to conduct water from the Mediterranean and flood the desert area at Quattara, which lies several metres below sea level. This scheme would need extensive tunnelling operations, and although of manifest interest is unlikely to be undertaken at an early date. Surveys and borings are, however, being undertaken.

Apart from the employment of the power obtained from the contemplated stations for railway electrification, it is claimed that it could be advantageously used to drive the very large number of pumping stations, both great and small, on which Egyptian agriculture depends, and which, as the amount of water available increases with the completion of the raising of the Aswan Dam and the erection of the dam at Gebel Aulia, must be augmented. Further, besides the existing flour mills whose consumption of power is considerable, the fact that power was available at practically all centres would materially facilitate the growth of the Egyptian industrial movement, through which it is hoped to solve the question of the employment of the rapidly growing surplus population. It may be added also that, in connection with the proposal to erect a power station in connection with the Aswan Dam, the construction of a plant for the manufacture of artificial fertilisers has been mooted.

It will be seen that the problem to be faced by the Egyptian Government is of a very comprehensive nature, and it is regarded as not unlikely that the small Cabinet committee who are examining the various proposals that have been put forward will call on three or more international experts to advise as to their feasibility from a technical as also from an economic point of view.

### **BANKING.**

In spite of a certain restriction of credit in some directions banking operations may be said to have extended steadily on a sound basis during the year under review, and practically in all cases a satisfactory year was recorded.

A list of the more important banking institutions established in Egypt is shown in Appendix XIX, but it should be noted that although many of these concerns are registered as Egyptian, they comprise nevertheless, with the sole exception of the Banque Misr, very extensive foreign interests. The exception to this rule is a purely national institution with exclusively Egyptian capital and restricting its Board to Egyptian nationals only.

The avowed object of the local bank is not only banking proper but its energies are also directed to the education of its compatriots in financial and commercial methods, and to the fostering

of purely Egyptian industrial enterprises. The Banque Misr has since its inception received hearty support from the Egyptian Government, as, for example, the transfer to its care of the accounts of the municipalities and local commissions and of private trusts, the handling of Government advances on cotton loans and loans to co-operative societies, the exemption from customs dues on imports of materials required for the use of its subsidiary companies, and a preference in Egyptian Government adjudications for various materials for the supply of which the Banque Misr undertakings have tendered. The industrial concerns already established, or under consideration by the Banque Misr, are shown in Appendix XX.

The development of this bank since its formation in 1920 has been remarkable when it is considered that its capital on formation in 1920 was only £E.80,000, whereas to-day its capital is £E.1,000,000 fully paid up, and deposits amount to £E.5,500,000. In 1927 the bank paid a dividend of 8½ per cent.

During 1928 the managing director visited the United Kingdom, Belgium and Germany with the object of studying industries which his bank intended to establish in Egypt. The chief results of this visit were the establishment of the Misr Spinning and Weaving Company and the Misr Press. While the order for machinery for the latter industry, amounting to some £E.40,000, was obtained by a German firm, German, Belgian and British manufacturers shared the important orders for the former, viz. :—

Power house	...	...	Belgian firm.
Diesel engines	...	...	German "
Spinning and weaving machinery	...	...	British "

Thirty students were sent to Belgium to train as spinning and weaving operators, &c., and Belgian mechanics were engaged for the assembling of the plant. The Misr Company has already been successful in obtaining Egyptian Government orders for medicated cotton wool. The bank has an agency in Paris and some relations with certain foreign banks, but its closest foreign connection would appear to be the Banque Belge et Internationale of Cairo.

*The Banque Belge et Internationale d'Égypte* was registered as a local company on the 30th January, 1929. The new bank is under distinguished Belgian direction, and absorbs the existing Egyptian business of the Banque Belge pour l'Étranger. Apart from the latter bank and its parent institution the Société Générale de Belgique, other Belgian, Swiss and American interests in the concern include the Banque Empain, Mutuelle Solvey, Chase National Bank, and the Banque Commerciale de Bâle.

The objects of the new bank are to carry on the business of the Banque Belge pour l'Étranger, to finance local industries and to undertake general banking business, particularly in the interests of the groups and individuals participating in its operations.

The intention of the Banque Belge et Internationale to create new local industries, probably in anticipation of the new tariff regime in 1930, thus coincides with that of the Banque Misr who moreover; at present, are understood to be formulating a project for the establishment of a local purely Egyptian industrial bank, with Government participation.

Of the other banking institutions operating in Egypt the powerful Crédit Foncier continues to control the mortgage business in large estates, while the Agricultural Bank and the Mortgage Company of Egypt, Ltd., are rendering useful aid to the fellahen on a sound footing.

The activities of Barclays Bank (Dominion, Colonial and Overseas) and the Ionian Bank need no comment here; nor does the work of the National Bank of Egypt, the Crédit Lyonnais and other sound foreign banks. The Deutsche Orient Bank appears to have been more active during 1928, particularly in respect of the cotton purchases by the Textil-Import of Moscow, and in shipping. Similarly to the two large Italian banks, the German institution possesses a local mixed Board.

While, therefore, except for the instances abovementioned, banking in Egypt during 1928 was not characterised by any outstanding changes, the future may have in store not uninteresting banking developments.

**Clearing House in Cairo.**—In November, 1928, a Bankers' Clearing House was established in Cairo in the offices of the National Bank of Egypt. (Figures for the first six months are shown in Appendix XXIII.) At the end of May, 1929, a similar clearing house was established in Alexandria. This innovation has already proved of considerable value to the banks and should in the future provide useful statistical information.

#### NEW EGYPTIAN TARIFF.

The three international experts engaged to assist the Egyptian Government in the preparation of a new Egyptian tariff commenced their labours at the end of 1927.

The aim of the new tariff is (i) to increase the revenue from customs duties (it is understood that, roughly, it is hoped to double it); and (ii) to afford a reasonable measure of protection to existing and potential Egyptian industries.

It is understood that the new tariff is to be based on the "specific" as distinct from the *ad valorem* system at present in force, and that the schedule will be based on the system of classification drawn up at Geneva, modified to suit local requirements.

The schedule is expected to be a single rate and not a maximum and minimum rate schedule which was at one time expected in some quarters.

A draft of the customs law has already been issued to Chambers of Commerce, who are preparing their comments on it for submission to the Minister of Finance. The main points on which considerable anxiety seems likely to be expressed are that of "expertise" on questions relating to classification of goods, and the provision whereby it is proposed to do away with payment of customs duties in kind. There is, of course, a general tendency among local traders to prefer the accustomed conditions under the present *ad valorem* system and to fear lest the application of a more complicated "specific" tariff system may in practice render trading more difficult.

No information is as yet available regarding the individual duties contemplated under the new tariff, nor as to the method of assessment to be followed. It is believed, however, that the Egyptian authorities and the experts realise the desirability of keeping the whole tariff and its machinery as simple as possible, and that, as a general rule, assessments will be on weight per unit.

There will, it is understood, be no goods entirely duty free, but reductions may be expected in regard to such commodities as fertilisers in order to foster agriculture. It is unlikely that any higher duties will be placed on articles of first necessity, in order not to increase the cost of living for the working classes. On the other hand, higher duties will doubtless be imposed on articles of luxury and on such commodities as are manufactured in the country.

It is as yet not known when the draft schedule of duties will be published, but the authorities have stated that ample time will be given for their consideration by interested parties before their introduction.

## II. TRADE AND INDUSTRY.

**Trade with the British Empire.**—While the import and export trade of Egypt shows an increase for the year under review, leaving a favourable trade balance of over  $5\frac{1}{2}$  million pounds Egyptian, the United Kingdom's share of the imports shows a decrease of one million pounds, being only 21 per cent. of the whole import trade. Details of this decreased trade are shown in Appendix V. While, as stated in another section of this report, the United Kingdom's largest loss of trade was in cotton piece-goods, quite appreciable increases on the other hand are noticeable in engineering goods, Colonial tea, footwear, jams, bottled beer, stout and ales, whisky, cement, printers' colours, chocolate and confectionery, proprietary articles, ink, patent fuel, toilet soap, sewing cotton, artificial silk and cotton goods, cotton laces, trimmings and embroideries, sheets, &c., and other cotton articles (other than piece-goods), linen sewing thread, handkerchiefs and piece-goods, linoleums, woven machine belting, iron and steel goods

(detailed in Appendix IX), sluices, valves and hydrants, rail locomotives, portable steam engines, stationary internal combustion engines, power pumps, cutlery and hardware, threshing machines and other agricultural machinery (exclusive of tractors), sewing machines and parts, textile machinery, unenumerated machinery and parts, motor vehicles and spare parts, insulated electric cable, armoured electric wire and cable, electric light fittings, antifriction metals, silver, plated and gilt metal goods, tinplate, stationers' sundries, toys, hats, scientific and surgical instruments, gramophones and discs, asbestos, cigarettes and tobacco, and woollen goods (to which reference is made in another section of this report).

Increases in trade with His Majesty's Dominions, Colonies and British Mandated Territories were noticeable in the following lines :—

Wheat from British India and Australia (£E.61,376 and £E.5,804 respectively, out of a total import of £E.115,616), for the increased supply of which at the close of the year (December) the partial failure of the Egyptian crop had been responsible; grapes from Cyprus and Palestine, dates from Iraq, coconuts from Ceylon, locust beans from Cyprus, coffee from British East Africa (£E.89,402 out of a total import of £E.705,621), pepper from British India (50 per cent. of total import of £E.124,864) Straits Settlements, and British East Africa, bottled or tinned fruits and wine in casks from the Straits Settlements, Cyprus, and Palestine, charcoal from British India, certain medicinal plants and shellac from British India, silk shawls from Hong Kong, tombac from Aden (£E.44,772 out of a total import of £E.62,318), and gold and silver bullion from Palestine amounting to a value of £E.495,410 and £E.9,081 respectively out of a total of £E.957,379 in respect of gold bullion and £E.213,290 in respect of silver bullion.

On the other hand, appreciable decreases in Empire trade (apart from the United Kingdom) are noticeable in the following lines, the total imports of which are valued at some £E.3,881,669 :—

Barley, potatoes (Cyprus), chick peas (British India), lupines (Palestine), sesame (British East Africa and British India), wheat flour (Australia £E.1,457,353, and British India £E.52,274) oranges and mandarins (Cyprus and Palestine), water melons, raisins, almonds and household soap (Palestine), wine in casks (Cyprus), cotton yarn, grey and bleached (India £E.170,938), coconut oil (Ceylon), wicker and cane (Straits Settlements), jute piece goods (British India).

The greatest loss of trade was in wheat flour where the Australian imports were reduced by £E.181,130, which figure, however, is lower than the decrease in total imports of flour, which declined by £E.204,033 compared with 1927; some 40 per cent. of imports credited as being of United States origin, viz., £E.483,949, were in reality supplied by Canadian mills shipped over New York. Empire trade also declined in household soap in which Palestine's contribution fell by £E.39,598 (total decrease was £E.78,856); cotton yarn grey and bleached—India's total fell by £E.21,983 which corresponded to the total decrease. Apart from the categories included under the total figure of imports abovementioned, a serious decline in Indian trade in heavy cotton piece-goods dyed in the yarn amounting to £E.33,296 must be recorded. In fact,

the Indian business in these goods has almost been eliminated, mostly as a result of Japanese and Italian competition.

While total imports of apples amounted to 7,551,873 kilogrammes valued at £E.88,714, as compared with 8,007,087 kilogrammes worth £E.85,693 in 1927, Australia, the only British supplier of these goods, contributed the very small share of 103,119 kilogrammes valued at £E.3.369, whereas Turkish and American deliveries were respectively 5,323,990 valued at £E.41,634 and 1,169,578 worth £E.33,507. The fact, however, that American apples, for the better class consumption, rather monopolised the market was probably due to the 40 per cent. Australian crop following the bumper harvest in that country and Tasmania during the previous year. It appears that, during the year under review, Tasmanian apples on the tree fetched higher prices in Sydney than c.i.f. quotations at Port Said. In spite of these conditions, however, one important order was booked by Australian suppliers. Retailers have endeavoured to obtain supplies of Canadian apples, but it seems that their efforts were fruitless.

There was a slight decline in British Indian trade in rice, that country's import being valued at £E.128,205 in 1928 compared with £E.128,671 in 1927, but owing to the recent progress of the local rice crops a considerable quantity of the imported varieties is consumed in Egypt in the place of the local product which is exported in increasing quantities.

**Coal.**—Imports of coal into Egypt during the year under review amounted to 1,221,916 metric tons valued at £E.1,531,832, of which about 1,100,000 metric tons entered through the port of Alexandria. The latter figure represents a general decrease of 27,363 metric tons in volume and £E.400,753 in value compared with 1927, this decline being mostly due to the fact that the consumption of liquid fuel is steadily increasing (see Appendix VIII), and also to the sufficiency of water for irrigation during the summer.

The total imports of coal into Alexandria may be divided as follows :—

				Metric tons.
Egyptian State Railways	...	about		437,500
Gas Works	...	...	"	74,000
Trade	...	...	"	588,500

Total imports for the trade in 1927 were 727,000 (British) tons, while in 1913 the total was some 1,000,000 tons.

The United Kingdom supplied 1,159,084 metric tons valued at £E.1,455,545, as compared with 1,249,279 metric tons worth £E.1,856,298 in 1927. Of the total quantity of 588,500 tons imported for trade purposes, Great Britain furnished 533,650 tons compared with 659,030 tons in 1927, but the increased consumption in that year may be mostly attributed to the replenishment of abnormally low stocks consequent upon the coal stoppage.



Despite the opening given to German and American coal exports during the period of the stoppage, neither country has maintained its position since United Kingdom coals have returned to this market. German steam coal has proved to be a failure and the only American imports for trade purposes in 1928 were to the order of the Gas Company (French). This company obtain their supplies either from Newcastle or from the United States. The total imports of coal from the United States in 1928 were 26,072 metric tons. The foregoing figures are exclusive of bunker coal, the imports of which amounted to 1,160,476 metric tons in 1928, as compared with 1,066,542 metric tons in 1927. The United Kingdom share was 1,054,524 metric tons in 1928 and 908,163 metric tons in 1927. The import of Russian coal is increasing, but it is unlikely that it will cause any damage to British trade. The greater part of this coal is imported for bunkering purposes at Alexandria for the Sovtorgflot vessels. Russia is also sending some anthracite coal to Alexandria, which is superior to German but inferior to the British product.

The Alexandria agents of the Soviet pits have no proper selling organisation yet. German anthracite, as all anthracites in Egypt, is used in suction plants, but it is of inferior quality and is only sold to second-class dealers or consumers.

Recently rumours have arisen that Poland intend to compete in the Egyptian coal market, but up to the present no Polish coal has materialised and in the trade doubts are expressed as to whether it could hope for success.

The price of German patent fuel is considered to be much too high in comparison of its calorific value with Welsh coal. Before the war patent fuel was 1s. below Cardiff qualities, while now this commodity costs 2s. 6d. more than Cardiff coal. These briquettes are practically only used in ploughing machines. United Kingdom patent fuel is generally dearer than the German product. The locally produced briquettes also compete strongly with the imported article.

The same conditions apply to foundry coke, which is used for smelting purposes and for lime burning. German foundry coke is generally preferred to, and cheaper than, the United Kingdom article. Moreover, the one locally established German coaling company, who are agents for Westphalian interests, have more or less obtained a monopoly for patent fuels owing mostly to the extended credits allowed to their clientèle.

Failures in the local coal trade have up to now been exceedingly rare, but United Kingdom exporters should ensure that credit is allowed only to bona fide coal merchants of good standing. British terms of payment are excellent and should not be altered.

Coal in Egypt, apart from the Egyptian State railways and the gas works, is used almost exclusively for agricultural and industrial purposes, and the burdens it bears are therefore of prime economic interest.

The handicap under which the coal trade labours in its competition with crude and refined oil is referred to elsewhere.

The strong competition among import merchants in Alexandria ensures low prices to the consumer and, indeed, coal is sold cheaper in Egypt than in many other countries.

**Cotton Piece Goods.**—The severity of foreign competition is generally ascribed to the following causes:—(1) Exchange; (2) mass production methods of foreign countries as against individual British effort; (3) greater finishing charges in the United Kingdom; (4) higher freight charges from the United Kingdom; (5) payments terms; (6) delivery of goods.

(1) The question of exchange, though not so serious as in the past, since certain competing countries have adopted the gold standard, remains, nevertheless, in general an important factor when it is considered in relation to the difference of wages paid in the United Kingdom to those ruling in some parts of Europe and in the Far East.

(2) The foreign producer, whether Italian, Czech or Japanese, besides having an agent in Egypt, sends a competent representative each year to this country, thus acquiring an excellent knowledge of local taste in fabrics. Having acquainted himself with the few but sure articles he has chosen he then produces them in very large quantities, and sells his goods to the importers or direct to the native shopkeepers through his agents.

This mass method, however, has, it would seem, been carried too far by Italian and Czech manufacturers who, in many instances, produce much greater quantities of an article than this country can consume, with a resultant overstocking of that article and a slump in its price. This is the reason why competition in Continental goods is greater than it is in those of United Kingdom origin.

In comparison with this mass method the procedure in booking a British article which, in many instances, is as follows, must necessarily seem rather cumbersome:—The merchant in Egypt sends his order to the shipper in Manchester who places it with the manufacturer who in turn buys his yarn from the spinner, weaves his cloth, delivers it to the shipper who then passes it to the printer, dyer or bleacher and thence to the packer for export.

(3) and (4) Considerable criticism has been levelled against alleged high charges by United Kingdom packers and finishers, and also against British shipping companies, whose freight charges, as compared hereunder with foreign shipping rates, are considered by local importers to be excessive:—

	s.	d.
Liverpool or Manchester to Alexandria, 55s. per 40 cubic feet, less rebate 7/6 ... ..	47	6
Antwerp to Alexandria, 15s. per cubic metre ... ..	17	0
Genoa to Port Said, 20s. per cubic metre ... ..	22	8
Japan to Port Said ... ..	61	0
Marseilles to Alexandria, Frs.80 plus 15 per cent. cubic metre ...	17	0
Alexandria to Liverpool (ordinary goods) about ... ..	42	6
" " " Raw cotton per ton weight ... ..	22	6

(5) *Payment Terms.*—In practice the difference in payment terms between purchasing a British article and buying from the Continent has become a very difficult problem, as whereas the British shipper has to wait some eight or nine months before he receives payment for his goods after having made the various payments in the United Kingdom demanded by manufacturers, processors, finishers, packers, &c., the Italian manufacturer undertakes all the processes involved and does not expect to be paid for the goods before four to five or even six months after their delivery.

A reason for stagnation of the market during the first quarter of 1929 is to be ascribed to the fact that Ramadan this year fell between two crops and consequently the fellaheen were short of money, with the result that importers and merchants found themselves overstocked. It is also true that, owing to the restriction of credits by banks as a result of a considerable number of bankruptcies, more normal trading has been imposed on the market.

It is in fact not unlikely that, with the restriction of bank credit, some merchants and retail dealers are now finding themselves, in not a few cases, obliged to dispose of accumulated stocks at prices which are in fact below actual cost price.

This practice of realising stocks at panic prices in order to obtain ready money is, unfortunately, only too prevalent and is one of the factors that, even in normal times, renders the Egyptian market particularly difficult.

In the circumstances British shippers of textiles should be careful of accepting orders from new customers, although in the case of old and tried business connections it would be unwise to modify their usual practice.

One other important point should, perhaps, be borne in mind when reviewing the cotton piece-goods market in Egypt, which may perhaps seem contradictory to the observations contained in other sections of this report, and that is the fact that British firms have not generally suffered to the same extent as their Continental competitors as a result of the many bankruptcies which have taken place owing to market stagnation in "standard" mass production designs. This saturation of the market does not so much apply to United Kingdom manufacturers who devote their energies to the marketing of a wide range of different types as to mass production of a "standard" design.

*Competition.*—Italy once again figured very prominently in the cotton piece-goods trade during the year under review, offering very strong competition in bulk lines, notably Oxfords, zephyrs, artificial silk striped voiles, prints and bed tickings, and advancing steadily with supplies of bleached sheetings. As will be seen from the statistics, Japanese competition in certain lines has been predominant.

One of the principal reasons assigned to Italy's success is the much lower price asked for her articles as compared with United Kingdom lines, and another, but no less important, is her geographical advantage in connection with delivery which, taken in conjunction with the more rapid output of Italian producers due to mass production methods, naturally affords a decided advantage both in regard to elasticity of credit allowed and to selling prices.

In cotton yarns, grey, bleached and dyed, the value of the United Kingdom's contribution in 1928 declined by about 32 per cent. compared with the previous year, whereas Italy increased her output by slightly over 18 per cent.

Evidence of the success of Japanese competition on the Egyptian market for cotton goods will appear in the following notes on various commodities under the customs classification of greys, bleached, printed, piece dyed and yarn dyed, import statistics in respect of which appear in Appendices VI and VII of this report.

*Greys.*—In heavy grey sheetings (cabots) Japan has practically monopolised the market, except during a short period of the year under review when the Japanese Government restricted the output of the mills by not allowing them to make to stock. The rise in the price of this article, caused through shortage, enabled the British, Czech and Italian manufacturers to book a certain amount of business.

Local importers allege that the British cabot, although produced from better quality cotton, is usually neither as clean nor of as good colour as the Japanese and must of necessity be sold at a lower price, thus rendering the British importers' task still more difficult.

In the medium weight greys Italy and Czechoslovakia are making steady progress, but the consumption of this type has greatly diminished owing to the cheapness and popularity of the Japanese cabot.

*Bleached Goods.*—The cause of the falling off in the consumption of heavy bleached goods is due to the preference shown by the native for Japanese coloured drill which is cheaper and, generally speaking, more durable, but it is some small consolation to observe that United Kingdom light bleached imports were some one million square metres above those of the previous year.

*Printed Goods.*—In printed plains the strongest competition is experienced from Czechoslovakia and Italy. Two years ago the former placed on the market an imitation "Barton" print in 31in. type finished which had well-nigh paralysed the sale of British 19×20 type and even better cloths. Steps were, however, taken to meet this competition, and thanks to the recognition of the superiority of United Kingdom printing and finishing, the British article is now gaining ground in spite of a difference of between four and five per cent. in price. Italy has a 31in. 19×20 cloth which is produced more cheaply than in England, but this article is also feeling Czech competition.

The other line of prints which is sold in large quantities in this market is 36in. to 38in. warp satins. Up to two years ago this line was a United Kingdom monopoly, but subsequently France captured the bulk of the trade. As the grey of this article is as cheap in the United Kingdom as it is in France (for many firms buy their grey in Manchester and send it to France for printing), it obviously follows that British printing prices must be dearer than the French. It is understood, however, that efforts are being made to meet this competition effectively.

The trade in flannelettes is important (probably about 800,000 square metres yearly), but the bulk of this business is done with France owing to lower prices and local preference for the printing of this particular article. It is thought that efforts should be made in the United Kingdom to produce these flannelettes *en masse* in order to compete with French suppliers.

As regards raised back twills the United Kingdom has been more successful, mass methods having been adopted to a certain extent. There is also a large market for this article, well over one million metres being consumed annually.

The United Kingdom appears to be holding her own in crimps, of which style there is an annual consumption of about 700,000 yards.

It is interesting to note that France has more than doubled her share of the printed trade in volume and almost trebled it in value, her imports being mostly composed of warp satins.

*Dyed Goods (in the piece).*—The competition in dyed goods is most severe in the following lines:—(1) Artificial silks; (2) 56in. satin drill venetians; (3) herringbone stripe twills—voiles.

No. (1) above may be divided into the following categories:—Reps, muslins and articles containing 50 per cent. or more artificial silk and voiles.

*Reps and Muslins.*—The cause of the loss of the British trade is ascribed to the fact that art silk yarns used in their manufacture are cheaper in Italy than in the United Kingdom. It is true that the Italian productions are inferior to the British articles, but they

serve their purpose, for the stripe only is in artificial silk, the foundation being of cotton. This low grade of artificial silk is not used by United Kingdom manufacturers. In cases where there is no strong cotton foundation and the artificial silk appears to predominate, although the Italian type is cheaper, it does not possess the lustre of the British article, which consequently finds a market. In types containing more than 50 per cent. artificial silk Italy, France and Czechoslovakia have a great advantage, their real silk machines being specially adapted for this fine high reed trade.

United Kingdom trade in artificial silk voiles continues to be satisfactory. During the year under review Italy supplied 14,029,331 metres of piece-goods of cotton and artificial silk valued at £E.466,140, while the United Kingdom's share amounted to 2,908,495 metres worth £E.133,982, which shows that the Italian article cost roughly 3·3 piastres per metre compared with 4·6 piastres per metre for the British article, and that the demand for art silks is for the lower grade type.

In satin drill venetians and herringbone stripes Italy has secured the bulk of the trade. Until the advent of American single voile qualities in 1926 the whole of the business in this market was, in two fold voiles, practically a British monopoly.

The growth of American trade in this style has been most remarkable, as in 1928 imports from that country of cotton piece-goods dyed in the piece (up to 110 grammes per square metre) were more than tripled compared with the previous year, viz., 1,509,944 square metres as against 485,867 square metres in 1927. There can, in fact, be no doubt that the United States has now recognised Egypt as an important market and not merely an outlet for her excess products as was, apparently, the case in 1926.

In satins the United Kingdom has hitherto held the bulk of the trade, but Japan has started to experiment in this market from which it may be anticipated that strong competition may be expected from that quarter.

*Yarn Dyed Goods.*—The progress made by Japan in her drill qualities has been stupendous for, as Appendices VI and VII will show, Japanese imports of these goods have been more than doubled. This style has established itself in Egypt as no other has ever done, for it is cheap and durable. Whereas before its appearance the poorer consumer paid an average of 17 piastres for his galabieh, he now spends 12 piastres and the cloth lasts him twice as long. These Japanese qualities do not compete with other coloured goods only, but they have, in fact, reduced the consumption of many other styles as the figures quoted in Appendices VI and VII clearly demonstrate.

The success of the Japanese in the production of this article can be traced to cheap labour, perfection in the weaving of Indian cotton which is cheaper than the American variety, and lastly and mainly to "mass" methods.

As shown in the appendices above quoted, the United Kingdom's figures for 1928 are less than half those of 1927, whilst Italy can point to only a comparatively small increase. The latter's share of the import of coloured goods is composed mainly of the better class trimmings, coloured checks for winter consumption and a zephyr article which the Japanese drill is gradually but surely eliminating. In fact, should Japan continue to make the same progress as hitherto, there is no doubt that the whole of the lower portion of the coloured goods trade will fall into her hands.

United Kingdom prices for the drill quality are considerably dearer than the Japanese article. Evidence of the popularity of these Japanese drills is afforded not only by import figures, which show an increase of ten million square metres of this article during the past year, but also by those of imports of many other types, among which attention may specially be called to the decrease of five million square metres in the imports of heavy grey goods from Japan herself. The Japanese drills also replaced heavy bleached goods, and thus account for the decrease of eight million square metres in imports of heavy bleached goods from the United Kingdom.

*Local Production.*—Local production of cotton piece-goods is as yet confined to the Filature Nationale d'Egypte, who produce coarse grey and coloured articles, and to a few handlooms engaged in the production of coloured squares of handkerchiefs and scarves. These goods mostly compete with imported Japanese goods, but signs are not wanting that the Egyptian Government is determined to foster home production when the new tariffs, which in the case of piece-goods may be expected to be of a protective nature, come into force.

Under the auspices of the Banque Misr a spinning and weaving mill is being erected at Mehalla Kobra, and one of the bank's subsidiary companies already competes successfully in medicated cotton-wool.

**Woollen Goods.**—Trade in 1928 showed a distinct and welcome improvement over the previous year, all competing countries displaying greater activity and enjoying increased business.

Imports of *woollen yarn* during 1928 were 166,170 kilogrammes, valued at £E.60,191, of which the United Kingdom's share amounted to 142,681 kilogrammes, worth £E.50,221. While values and quantities of yarn imported from Austria, France and Germany increased during the year under review compared with the previous year, the volume of United Kingdom deliveries slightly declined although values were higher.

Total imports of *woollen and worsted cloths* amounted to 1,758,060 metres, valued at £E.795,410 compared with 1,101,913 metres worth £E.551,862 in 1927. Of this trade the United Kingdom's share amounted to 687,546 metres,

valued at £E.363,039, or an increase of 171,061 metres in volume and £E.74,187 in value, while that of France rose to 465,043 metres, valued at £E.172,967 in 1928 from 272,112 metres worth £E.116,668 in 1927. Italian and German imports of these goods were more than doubled, these countries furnishing in 1928 the not inconsiderable totals of 173,142 and 136,677 metres valued respectively at £E.70,118 and £E.57,366. Belgium, Czechoslovakia, Austria and Holland also improved their business.

It has been suggested that, with a view to safeguarding British interests, all woollens and worsteds manufactured for the Egyptian market should be clearly stamped, every three yards or so, "British Made." If this could be done also in Arabic it would be an advantage.

There is little appreciable difference in prices asked for United Kingdom goods as compared with Continental offers in the good and medium qualities, but Continental manufacturers are inclined to offer a wider variety of fancy designs on light colours. It is said that the United Kingdom manufacturer, always excepting, of course, those firms who are very well acquainted with this market, does not give enough attention to all grades of browns, light greys and other intermediate shades. Another criticism is that the British manufacturer has too many different qualities compared with French and Belgian producers, who have one or two only, for which they have a much wider assortment of designs and colours. Whereas foreign competitors offer their goods 54 inches wide, net measure, c.i.f. Alexandria, the United Kingdom manufacturer, it is in some quarters contended, confuses with his overmeasure, different cash discounts and varying widths, namely, 54in., 55-56in. and 56-58in. It has been suggested that British manufacturers might usefully adopt the Continental system by quoting strictly net measure, one standard width and delivery c.i.f. rather than f.o.b. and, in some cases loco factory, as is the case at present.

United Kingdom manufacturers should in no circumstances agree to stamp goods with the customer's name. This practice, which has been prevalent for some time, only leads to complications and unnecessary trouble, for in the event of the customer refusing delivery for any reason the supplier is compelled to make a sacrifice in order to induce the original consignee to accept the goods, since there is no possibility of placing them elsewhere owing to the buyer's name being stamped thereon.

To revert to the important suggestion regarding the stamping of cloths "British Made," it is urged that a uniform stamp is essential—something striking in appearance which the native can become used to and remember. The marking of goods in Egypt is all important, and should be borne in mind by British houses trading with this country.

While total imports of *mixed textiles* (known as *woollens and worsteds*) increased by some 30,000 metres, only Italy, of the larger supplying countries, can point to any appreciable increase



in trade, although the less important Belgian, German and Czechoslovakian business increased quite considerably.

Total imports from all sources stood at 1,016,202 metres valued at £E.286,557, of which France furnished 360,060 metres valued at £E.95,871, the United Kingdom 328,829 metres valued at £E.98,735, and Italy 142,587 metres worth £E.39,481.

The British quota of *blankets and coverlets* (exclusive of Oriental supplies) amounted to the not inconsiderable totals of 80,292 in number and £E.32,731 in value, or nearly eight times as many as Czechoslovakia, her chief competitor, out of a total import from all sources of 110,260 valued at £E.55,032, but France remains the largest supplier of *woollen ready-made clothing* with a diminished value compared with 1927 of £E.42,857 out of a total import amounting to £E.104,636. Czechoslovakia retained the second place with an import valued at £E.30,835, and the United Kingdom occupied the third position with a value of £E.20,970, both the last two named countries increasing their share by some £E.2,000.

Total imports of *woollen hosiery* amounted to a value of £E.219,896, compared with £E.159,794 in 1927. In this trade the United Kingdom continued to predominate with an import valued at £E.72,509, with France competing well with £E.46,915 and Germany and Italy with £E.36,308 and £E.32,171 respectively. All supplying countries increased their shares more or less in proportion to the total increase.

**Drugs, Proprietary Articles, etc.**—Although the market for medicinal preparations, specialities, perfumery and cosmetics has been passing through a period of depression, the actual value of imports of these goods, which amounted to £E.554,286, shows a small increase compared with 1927. Although France remains the largest supplier, her share amounting to about 45 per cent. of the total trade, the United Kingdom, whose imports stood at £E.113,337, can also point to a certain increase in business.

The decidedly difficult aspect of conditions governing the drug trade particularly has for some time been the price-cutting and unsecured credits indulged in by many local traders; and although leading druggists are now concentrating their efforts towards the realisation of fair trade with proper profits, many of the smaller dealers are naturally finding it difficult to return to normal trading procedure.

There were four failures in Cairo among unimportant wholesale druggists in December and January, which rather affected confidence in the market as many druggists lost money in each failure.

As, however, the drug and grocery trades are among the best organised retail elements in Egypt, the temporary depression in these businesses may be said to be due rather to reorganisation of

their systems than to any financial crisis. At the same time United Kingdom firms who do business with Egypt, and are advertising, should be careful to maintain interest in their articles by seeing that it is worth the good retailer's while to "push" their goods, and credits should not be given to small firms just to book an order.

Care should also be taken to avoid flooding the market, as by so doing prices are often lowered when it comes to liquidating surplus stocks. In other words, United Kingdom firms should, when appointing an agent whether British or foreign, insist on their representative building up the business on British lines and consider the future rather than be influenced by heavy initial orders which may prove in the end prejudicial to the solid interests of the firm. Representatives should be in constant touch not only with the wholesaler but with the retailer also, and endeavour to envisage his difficulties and to do their utmost to support the man on a fair margin.

The main competition in proprietary articles emanates from France, as there appears to be a predilection for French toilet articles, but American firms are also very active. The demand for toilet goods is slowly but gradually increasing.

Imports of prepared disinfectants amounted to a value of £E.10,713, of which the United Kingdom furnished just over 50 per cent.

Evidence of the appreciable advance in local production of certain lines of drugs and preparations was seen on the occasion of the Exhibition held at the same time as the International Congress of Tropical Medicine and Hygiene.

Local soap production, consisting for the most part of the household variety, made its presence felt during the year under review, particularly at the expense of Palestinian trade.

The world-famed scent manufacture, for which the bazaars of Egypt are noted, needs no comment in these pages, but it may be said that the well-known brands of European perfumes, for which an important market exists in Egypt, are for ordinary purposes non-competitive with the native scents.

**Footwear.**—Total imports of boots and shoes (wholly or mainly made of leather) amounted to a value of £E.245,938, compared with £E.208,376 in 1927.

The United Kingdom, while occupying first place, is nevertheless feeling the very severe competition emanating from Czechoslovakia, who increased her imports by some 40 per cent. as compared with a British increase of trade of about 30 per cent.

While landing costs of the best Northampton hand-sewn (welted) high-grade box calf are in the region of P.T.75-80 and the machine-sewn article is approximately P.T.50-60, the best Czechoslovakian makes are retailed at P.T.60, and whilst admitting that

there is comparatively little life in the article, there are yet many people who prefer to buy two pairs at a time at cheaper rates.

Czechoslovakian and French retail shops established in Cairo and Alexandria are also responsible for comparatively good Continental business, while the two British retail houses in Egypt supply only the best United Kingdom makes. Italy and Germany are maintaining their sales, but the Italian article is usually as expensive as the United Kingdom shoe, while the German product is higher priced. While it is realised that it is possible to meet foreign competition on a quality basis, it is feared that an appreciable share of Egyptian business will continue to go to the Continent owing to the extended credits, viz., 90 to 120 days from receipt of goods, which Continental manufacturers allow. In fact, some German firms, when particularly anxious to introduce their goods, have been known to sell on open account regardless of the danger attending such venturesome dealings.

Another source of competition is the locally "made-to-measure" footwear, for which prices range from P.T.70 to P.T.80 the pair. At the latter figure it is possible to obtain a really high-class shoe in first grade box.

Local competition is, so far, mostly confined to ladies' wear in the medium qualities, while Italian competition is most severe in men's wear. The United Kingdom still enjoys the best market for the highest qualities in men's wear and also youths' boots and shoes.

In spite, however, of the strength of competition, the year under review must be considered a fairly successful year for United Kingdom manufacturers of leather footwear.

Proposals have been for some time under examination by the Egyptian Government regarding the establishment of a Government-run boot factory for the purpose of supplying the requirements of the Egyptian Army and other uniformed services. If this scheme were to materialise the local market would be practically closed to manufacturers of the "ammunition" type of boot.

The outstanding feature of the trade in footwear with textile uppers in 1928 was the remarkable advance of the United Kingdom and Czechoslovakia, both countries being able to point to an increase of 265 per cent. and 58 per cent. respectively over their previous year's totals, and a contribution of 32 per cent. and 40 per cent. of the whole respectively, as against 10 per cent. and 17 per cent. in 1927. Germany's decline is equally astonishing considering that for the past five years she has enjoyed 50 per cent. of the market's consumption, which in 1928 fell to 6 per cent. only. The explanation can probably be found in the fact that the United Kingdom manufacturer is now able to supply a very presentable and serviceable article, superior in quality and workmanship and slightly cheaper in price than the hitherto much favoured German

article in this class. The Czechoslovakian article is cheaper than the average British shoe by approximately 5 per cent. to 10 per cent., and is sold on long credit terms. Total imports of footwear with textile uppers amounted to a value of £E.47,369 during the year under review.

The market for rubber soled boots and shoes is well held by United Kingdom manufacturers, with France the only serious competitor at the present time. The American shoe is gaining in popularity, as the American "sand shoe" compares favourably in price and quality with the United Kingdom article. The demand during 1928 slightly improved, the United Kingdom maintaining her quota. Total imports were valued at £E.40,460, of which the United Kingdom furnished £E.18,130.

A few local machine driven factories produce a steady output, but a Czechoslovak shoe, particularly by reason of its cheap price, is making appreciable inroads into both local and foreign trade.

**Paper, etc.**—When it is realised that Egypt imports paper, stationery and other paper products to a total value of some £E.760,000 per annum, it is disappointing to see United Kingdom business declining steadily each year. In fact, of all the categories of paper goods, only in certain lines of printing paper, wrapping paper, playing cards and emery papers can the United Kingdom point to any increase in business. The great difficulty experienced by British manufacturers, in most cases, appears to be the question of price, with the result that whereas formerly Egyptian Government Departments, banks and other important business houses usually preferred to obtain their stationery requirements from the United Kingdom, even at a somewhat higher price than foreign offers, they now invariably purchase Continental goods. For example, Swedish quotations for medium opaque envelopes are about P.T.26 per 1,000 as against P.T.30 per 1,000 for the United Kingdom product.

The provision in the budget for 1929-30 for the manufacture of official envelopes by the Egyptian Government Press will, however, practically close that market as far as envelopes are concerned.

**Films and Cinemas.**—Imports of cinematograph films during 1928 amounted to 10,428 kilogrammes valued at £E.58,442, compared with 9,275 kilogrammes worth £E.51,937 in 1927. Films imported from France continued to dominate the market (about half the business), while roughly 25 per cent. of the trade went to the United States direct. British imports amounted to 1,270 kilogrammes valued at £E.7,108, or a slight advance on the previous year's trade. Many of the films imported from France are of American production, with the result that it may be said that American films still outnumber any competitors.

It should be observed that the Egyptian film territory comprises Egypt, the Sudan, Palestine and Syria.

The most popular films are super-films, feature film dramas, adventure films (western type) and comedies, but there is a dearth of the last-named. British films, though rarely seen, are usually popular, particularly the good comedies.

Continental and local manufacturers continue to make wide use of the screen as a means of advertisement, showing process of manufacture, shipment, &c., of their goods, but United Kingdom films still appear to ignore this useful advertising medium.

Local efforts to produce films have not proved very successful, though Egyptian interest was aroused on first production.

Imports of cinematographic apparatus are not included separately in official statistics, but the market for these goods, though visibly expanding, is still limited mostly to a few cinemas in the principal towns. Up to the present German, American and, to a less extent, French manufacturers, have secured most of the business. Some opening exists for the sale of the small portable cinematographic cameras and projectors for private use.

**Machinery, etc.**—The sales of *oil engines* in Egypt fall into three distinct classes, viz.:—(a) Small paraffin engines up to 10 h.p., (b) larger heavy oil engines from 10 h.p. to 100 h.p., (c) large multicylinder diesel engines.

The first are used for driving lighting sets and for small centrifugal pumps for irrigation of smallholders' lands from artesian wells. The second are used for all power purposes, but particularly for flour mills and larger irrigation pumps both in wells and canals. The third are used, of course in smaller numbers, for large flour mills, ginning factories and oil plants.

It is generally considered that the Continental, Far Eastern or American manufacturer gives his agent far easier terms than the United Kingdom manufacturer will consider, and he does not hesitate to carry large quantities of consignment stocks at very cut prices. He frequently helps his agent by paying Egyptian customs duties for him and relieves him of all charges on the goods, with the exception of storage and selling charges in the market. In addition, he will grant his agent quite a good percentage of commission on sales effected. On the other hand, several local agents complain that, though they are willing to "push" sales of British machinery, they are quite unable to do so as they are not in a position to finance the stock that they require to exhibit as samples of the goods that they want to sell.

Imports into Egypt of stationary internal combustion engines amounted in value to £E.452,203, compared with £E.277,519 in 1927. Of this grand total the United Kingdom's share stood at

£E.285,440, or more than 100 per cent. increase compared with 1927, while the chief competitors were Switzerland and Germany, with totals of £E.69,864 and £E.69,974 respectively.

So far as the small engines are concerned of an average of 45 h.p., the United Kingdom continues to predominate; but in the larger machines of over 100 h.p. United Kingdom quotations are far in excess of continental prices. In fact, Continental engines can be delivered in their packing cases c.i.f. Alexandria for something like £E.7 per h.p.

With the exception of one important contract for three powerful turbo-alternator groups and accessories, the United Kingdom did not fare well where Egyptian Government contracts were concerned in 1927 and 1928, with the result that Continental internal combustion engines supplied the major part of the considerable Egyptian Government requirements during these years. On the other hand, it should be observed that the British machinery, valued at about £E.53,000, in respect of an Egyptian Government order for the installation of power pumping plant for the great drainage station at Amria, which was placed in 1926, was for the reasons given in Mr. Mulock's Report on Egypt, dated May, 1927, only supplied in 1928, and thus figures in the import statistics for that year.

Total imports of *power pumps* during 1928 amounted to a value of £E.70,411, compared with £E.46,056 in 1927. The United Kingdom continued to predominate in this business, her share being £E.43,115, or an increase of £E.18,076 compared with the previous year. Swiss imports showed a slight increase, but generally Continental imports remained constant.

In this trade there is still greater discrepancy in price than in the case of internal combustion engines, as pumps of Continental manufacture can be purchased in Egypt for nearly half the price of United Kingdom pumps. The United States does not participate in this trade to any considerable extent. Some Continental manufacturers of engines and pumps have thoroughly studied the requirements of Egypt and have even gone to the extent of designing special engines and pumps to meet the duties which they have to perform in this country. The above refers especially to the pump question where Egyptian Government regulations prescribe that a farmer is allowed to have a pump of, say, 6in. discharge. As the standard pump throughout the world, which is called a 6in. pump, has a 6in. impellor and a 6in. discharge pipe, Continental manufacturers have now designed for this market a pump which, taking this standard size, would possess a 7in. impellor inside a casing tapering down to a 6in. discharge pipe, thus complying with Government regulations, but producing a unit which, it is claimed, is capable of discharging a much greater quantity of water due to the size of the impellor—the Government regulation

being met by the size of the "discharge orifice." The Egyptian buys on quantity of water discharged and, apart from Government contracts, seldom on efficiency, and therefore this type of pump is obtaining a fairly wide demand in this market. The general requirements of centrifugal pumps are a very large discharge at generally very low heads. Two sets of conditions exist, firstly the raising of water from canals to the land, where two or three metres head is the average; and secondly, the raising of water from artesian wells, chiefly in Upper Egypt, where the head averages from 12 to 15 metres.

The only *portable steam engines* imported during the year under review were supplied by the United Kingdom, who also furnished the greatest quantities of *threshing machines, boilers, sewing machines and parts* (£E.101,162), *textile machinery* (£E.11,407), *unenumerated machinery* (nearly half the total import of £E.569,803), *motor cycles* (£E.17,188), *road locomotives and gramophones*.

The exceptional advance in British imports of *electrical machinery* during 1927 was, unfortunately, not maintained during the year under review (see Appendix V), the British share of this trade declining by almost one-half of the previous year's import, whereas total imports, though smaller than in 1927, did not decline in the same proportion as the United Kingdom's loss of trade. France during 1928 occupied the United Kingdom's former position, and Italian business, though less dangerous, is nevertheless increasing. The cause for this decline must apparently be sought in the fact that British prices are far in excess of Continental quotations, as British firms do not manufacture the cheaper lines so popular in Egypt. British trade is made more difficult by the absence of electrical regulations in Egypt. It may, however, be remarked that a British firm was successful in securing for future delivery an important order from the Egyptian Government for three turbo-alternator generating sets with auxiliary diesel engine and generator.

It is anticipated that the market for *rice hulling machinery* should tend to increase, while it is also believed that extension of existing, or erection of new, *flour milling plant* will be executed in the near future. In machinery of this kind, however, dangerous competition is offered by the local practice of imitating United Kingdom castings, and completing with British spare parts, the finished machine being sold at a ridiculous price in competition with the genuine plant.

As regards *threshing machinery* there should be a good opening, as the method still employed of treading out the grain by driving cattle over a threshing floor results in a most unsatisfactory product. The age-long customs will, however, be hard to overcome. Milling installations will now be necessary as the

existing mills, of which there are only a few of any considerable capacity, would be inadequate to cope with a possible crop of 350,000 tons.

**Motor Cars, Motor Cycles, etc.**—The United States remained the only important supplier of tractors, and it should be noted that this business is steadily increasing, amounting in all to a value of £E.94,118 in 1928 compared with £E.55,519 in 1927.

The United States also retained the predominant position in the local market for motor vehicles, the total import of which was valued at £E.907,613 compared with £E.947,895 in 1927. While imports from the United Kingdom and from Continental sources appreciably declined, American deliveries on the other hand were far in excess of that country's trade with Egypt during 1927. For example, out of a total import of motor cars and chassis amounting to 4,639 valued at £E.772,789 during 1928, the United States supplied 3,385 worth £E.506,687, compared with 2,559 valued at £E.371,767 in 1927. France and Italy, with greatly reduced imports, contributed 423 and 417 respectively valued at £E.96,393 and £E.84,301, whereas the smaller share of the United Kingdom, viz., 328 valued at £E.62,699, though also recording a diminution of trade, yet represents only a relatively small decrease.

On the other hand, although the United States increased her share of the business in motor 'buses, trucks and lorries by 300 in number compared with 1927, United Kingdom deliveries also increased appreciably, viz., by 65 in number. Of the total import of these vehicles, amounting to 1,090 valued at £E.134,824, the United States supplied 913 valued at £E.83,774, the United Kingdom 102 worth £E.25,347 and France 54 valued at £E.15,968.

In the above-mentioned category particularly, British manufacturers should be encouraged to persevere in view of the intention of the Egyptian Government to enforce regulations in control of motor 'buses. Moreover, it may safely be assumed that the British share of the trade, though relatively small, was in general conducted on sounder lines than appears to have characterised the apparently venturesome system adopted by some of the powerful American interests in connection with their provincial sales of light lorries on extended credits. However this may be, there is no doubt that American manufacturers, though competing keenly with each other, have the Egyptian market almost to themselves. The principal reasons for this situation may be briefly summarised as follows:—

(a) American manufacturers with their strong financial position are able to expend large sums of money on advertising.

(b) They can afford to stock in Egypt all types of models and necessary spare parts.

(c) Price for price they offer to the buyer up to £E.350/400 (which represents the most popular sales of cars) greater horse power than a British car of equal value, which is always a consideration in this market where economy in



running is of less immediate consideration than in the United Kingdom. Local tastes also incline to prefer the finish of American cars and their usually wider seating accommodation.

A very important factor in successful sales in Egypt is that of commission. Whereas agents for British cars make as a rule 18 per cent. to 20 per cent. on selling prices, agents of American manufacturers make from 22 per cent. to 30 per cent., and even 40 per cent.

In Egypt the greatest number of cars are sold for credit with the result that an agent must, in the ordinary course of events, be possessed of a large capital or find means of financing his sales.

Agents for the General Motors Corporation have their difficulties solved by the General Motors Credit Scheme, whereas other agents have to deal with independent financial concerns which, it is alleged, sometimes impose excessive charges. For example, for financing a £E.200 deal for 12 monthly instalments, the charge is usually £E.18, which works out to about 18 per cent. per annum, plus 9 per cent. for any delays in payment. In the case of British cars, already comparatively highly priced, such terms become a severe handicap.

Another fact which stands out is that almost all the American makes of cars, of all prices, are represented in Egypt, and that, moreover, they are continually increasing their business, whereas on the other hand only a comparatively few well-known British makes have attempted to concentrate in any way on the Egyptian market, and only one on a relatively large scale.

The result of these and other circumstances has been that American suppliers of Ford and other light cars have seized their opportunities, particularly in the provinces, and it will now be an up-hill fight to secure for British cars the position they should hold on the Egyptian market.

The competition of prices can best be explained by the fact that whereas foreign cars sell in the United Kingdom against British, these very foreign cars are offered on neutral territory at the same price, or cheaper than in England, against British cars being offered at higher prices than at home.

Conditions of sales of light cars in the provinces, where consumption steadily increases, are of course difficult to overcome, as owner-drivers of cheap American cars, &c., make a good living from transporting 8 to 12 passengers with their luggage from one village to another, the people being accommodated on the wings, running boards, bonnet and, in fact, anywhere. It is also necessary to take into consideration the cheap prices of spares for these cars, and the fact that under the most severe conditions these vehicles last from one to two years and therefore show a profit to their owners.

In spite, however, of opportunities lost and of the severity of the competition from mass production sources, there remains a wide field in Egypt for United Kingdom manufacturers to cultivate, and whilst due caution should be exercised where credit is concerned, there is every reason to believe that, provided reliable agents are employed and their requirements met with understanding and energy, a determined concentration by British manufacturers upon this market would show favourable results.

The Egyptian Government have now definitely withdrawn their objections to certain braking systems and are now freely issuing licences in respect of motor cars possessing such brakes.

The following statistics show :—(a) The total number of motor vehicles in circulation on the 31st December, 1928, and (b) the number of new cars registered from the 1st July to the 31st December, 1928.

	(a)	(b)
Private cars ... ..	14,122	2,199
Taxis ... ..	6,311	868
Trucks and omnibuses ... ..	4,085	667

The market for motor cycles remains favourable to British manufacturers of all designs, the only competition being felt from " Indian " and " Harley-Davidson " makes.

The local interest in motor cycling has been stimulated by the formation of motor cycle and light car clubs in Cairo and Alexandria which, it is hoped, will result in an increased demand.

Stocks of spares are essential. There is a wide field for the sale of a motor cycle and side-car at £E.60 to £E.65, which should be easy to handle and to keep, reliable and silent. Speeds of about 35 m.p.h. to 40 m.p.h. maximum, if easily arrived at, are quite sufficient in most cases for local requirements. British solo machines already hold a very good position in Egypt. Of a total import of motor cycles valued at £E.20,864, the United Kingdom furnished £E.17,188.

The market for pedal bicycles is very restricted, the bulk of the business in completely assembled bicycles now being in French hands, that country's share of the trade in 1928 being valued at £E.4,568, out of a total import worth £E.8,072, compared with only £E.2,564 from the United Kingdom.

The widest demand in Egypt is for a cheap cycle and merchants reduce their prices by adopting the following system :— They purchase their frames complete with crank, pedals, forks and handlebars, usually in the better grades, from the United Kingdom but also frequently from France, at about 18s. to 28s. Saddles, wheels, spokes, mudguards, tools and accessories are mostly imported from Germany at very cheap rates. The bicycle, when

assembled, is sold at prices ranging from £E.3 to £E.4. The higher quality bicycles complete are usually imported from France, the United Kingdom and, to a much less extent, from Italy.

The business in spare parts for motor vehicles, motor cycles and bicycles steadily increases in proportion to the expansion of the market, total imports of these goods being valued at £E.233,628 in 1928 compared with £E.227,464 in 1927. Increased British trade in such goods, including particularly bicycle parts, was reflected in the satisfactory advance recorded in British imports, which amounted at a value of £E.45,098 in 1928 compared with £E.39,075 in 1927. The share of the United States was £E.105,683 and that of France £E.35,305. Neither of these countries can point to any material increase in supplies of spares.

**Iron and Steel Goods.**—By reference to Appendix IX it will be seen that British trade in the majority of categories of iron and steel goods was not very satisfactory during the year under review, but although United Kingdom prices still show a tendency to harden Continental quotations are becoming higher, and it may therefore be anticipated that the day is not far distant when it will be found that United Kingdom prices can compete with Continental offers, in which case quality will be the deciding factor in the steel market.

Until two years after the war the business in light castings was virtually a British monopoly, but the apparent complacency with which United Kingdom manufacturers have met a rising and aggressive competition from Continental works has encouraged competitors to such an extent that a very large proportion of imports into Egypt of light castings such as cast iron soil and rain-water pipes, &c., is now drawn from the Continent.

It is considered that by a careful choice of distributing centres, efficient methods of manufacture, standardisation of patterns, &c., great economies could be made, but if United Kingdom suppliers are to regain their lost position in this market it would seem imperative that freight rates should be reduced very considerably, as has been the case in connection with other industries.

**Copper and Brass Goods.**—The market for copper goods of all descriptions was slightly more active than in 1927, total imports of these goods during 1928 amounting to a value of £E.312,090 compared with £E.302,856 during the preceding year, but a certain decrease in trade in sheets, squares and bottoms was noticeable.

France and Germany remain the more important suppliers of these categories of copper and also brass goods, although their respective shares of the trade declined in proportion to the whole and British business was also more or less stagnant.

Imports of copper and brass bars and billets and tubing also declined, but deliveries of wire (other than telegraph and telephone cable), stopcocks and wire gauze showed some improvement.

The following comparative prices ruling in December, 1928, of brass and copper solid drawn tubes may give some indication of the strength of German competition in these lines :—

		Average British per ton. f.o.b.			Average German per ton. f.o.b.		
		£	s.	d.	£	s.	d.
Brass from $\frac{1}{8}$ " to $1\frac{1}{4}$ " bore	...	107	0	0	97	0	0
Copper „ $\frac{1}{8}$ " to $\frac{1}{4}$ " bore	...	109	12	6	103	0	0

Imports of uninsulated electric copper wire were valued at £E.23,309, of which France contributed more than half, while the modest share of the United Kingdom, though almost double that of 1927, was still only roughly one-quarter of the total import.

On the other hand, British supplies of armoured electric wire and cable mostly to the order of the Egyptian Government reached a total of 2,110,717 kilogrammes valued at £E.102,863 in 1928 out of a total import of 3,076,212 kilogrammes worth £E.146,151, representing an increase in British trade of some £E.79,132. French and German deliveries fell away very considerably.

Total imports of insulated electric cables during 1928 amounted to 322,236 kilogrammes valued at £E.35,597, representing an increase of some £E.3,000 compared with the previous year. Germany, France and Belgium in the order named remained the chief suppliers, but United Kingdom deliveries, though small, showed a decided increase.

Imports of telegraph and telephone apparatus declined considerably, but the majority of the few Government orders placed were secured by British firms. The total business was only worth £E.27,395, compared with £E.70,193 in 1927.

**Belting.**—Although total imports of leather machine belting (£E.21,660 in value) slightly increased in 1928 compared with the previous year, the United Kingdom's share of the trade declined by about 50 per cent., with the result that, while United Kingdom imports of these goods in 1927 had dominated the business, both France and Germany in the order named have now passed the United Kingdom. British trade in this commodity has been seriously handicapped not only by the price-cutting tactics adopted by Continental firms but also as a result of infringement of the well-known trade marks of leading British manufacturers by certain unscrupulous competitors. The very extensive credits offered by foreign suppliers have also been an important factor in the loss of United Kingdom trade. Continental quotations for

commercial quality leather belting are less 62 per cent. less  $2\frac{1}{2}$  per cent. less  $2\frac{1}{2}$  per cent. off the standard British list.

On the other hand, United Kingdom business in woven machine belting was comparatively satisfactory, as British imports, which amounted to a value of £E.32,994 out of a total trade of £E.59,178, were more than double the United Kingdom's contribution of 1927. Germany was the only serious competitor with an import valued at £E.18,854. As the market for woven belting is steadily expanding United Kingdom manufacturers would be well advised to study Egyptian conditions carefully.

**Rubber Goods.**—The United States continued to predominate in the market for tyres, both solid and pneumatic, the values of the total imports of which were £E17,869 and £E.181,954 respectively, while her contribution to the import of automobile pneumatic inner tubes, which amounted to a value of £E.29,584, was roughly 32 per cent. of the whole. France held the largest share of the market for pneumatic casings, inner tubes and rubber solution for motor cycles and bicycles, the total import trade being valued at £E.15,770.

United Kingdom imports showed no appreciable advance in any lines of tyres and in some cases a decline in trade was noticeable, but British trade in other rubber goods such as hose, water-proof clothing, elastic textiles, rubber-soled footwear, &c., was on the whole not unsatisfactory.

**Local Production.**—The African Rubber Company have considerably increased their works and now compete in a number of lines of industrial rubber goods and hose. The quality of their products has now gained a good reputation in Government Departments and in the local market. The Company is gradually extending its range of production and is now putting on the market rubber flooring and tiles.

**Cement.**—The consumption of cement in Egypt is developing fairly rapidly, the average annual consumption for the last two or three years being roughly 270,000 tons. Total imports of cement during the year under review amounted to 250,924 metric tons valued at £E.511,805, compared with 224,843 metric tons worth £E.472,174 in 1927. Of the chief supplying countries Yougo-Slavia remains in the first place with an import of 91,916 metric tons valued at £E.168,431, while Belgium, the next in order, contributed 76,544 metric tons valued at £E.146,367. The United Kingdom's share amounted to 41,596 metric tons worth £E.101,934, or almost double the import in 1927. Germany, on the other hand, who had previously occupied the third place, is now fourth and only just ahead of France, with an import of 13,898 metric tons valued at £E.29,526. In fact, Germany was the only supplying country of any importance in this business whose trade appreciably declined. Just over one-fourth of the

cement consumed in Egypt is of local production while, apart from the supplying countries above-mentioned, small quantities of cement were also imported from Italy, Poland, Russia and Denmark.

Up to the present local manufacture has been carried out by the *Société Anonyme des Ciments d'Égypte* at their works at Maassara, but a well-known and powerful Swiss group has just formed the *Société Anonyme Ciment Portland Toura*, and is setting up a modern cement plant at Toura, near Maassara. The Toura factory may begin to manufacture in about a year's time, but meanwhile the company are marketing their "Karnak" brand which is imported from Belgium. It is expected that when the Maassara plant has been improved and the Toura works are in operation the combined yearly output will be at least 180,000 tons. In addition to this a company, the principal interest in which is held by well-known Danish makers of cement-making machinery, are building a factory a little beyond Helouan, but it will be some time before these works can begin to function.

Maassara cement enjoys a good deal of support although it is neither used by the Egyptian State railways nor in large Public Works contracts, but it is given preference by most of the provincial authorities.

It follows, therefore, that imports of cement will probably automatically decrease as the local output increases, quite apart from the probable influence which the proposed changes in the customs tariff will have upon the cement trade as a whole. While a progressive demand can still leave room for fairly large but relatively reduced imports, a high tariff wall may stimulate a further extension and possibly a certain grouping of local plants to the detriment of the import trade. The cost of manufacture in Egypt, helped by a schedule of railway transport rates which are framed particularly with the object of helping Egyptian produced cement exclusively, can enable the Egyptian works to cover a good deal of territory against their competitors.

Although the amount of private house building is not as great as it was two or three years ago, it still continues to a considerable extent. The small decrease in this respect has, however, been more than compensated for by the gradual execution of very large public, irrigation and health schemes. The increase in the number of industrial buildings and the improvement in the standard of living among the middle classes also afford a good outlet for cement. Labour is cheap, timber is comparatively inexpensive and as steel bars and joists for reinforcement and constructional work can be obtained at "cut" prices from the Continent (although, as stated elsewhere in this report, steel prices have recently hardened), and stone, bricks, gravel and sand are easily obtainable locally, the building industry has been very free of

economic obstacles. Moreover, prices of materials for sanitary equipment and finishing off of buildings are only about 60 per cent. above the pre-war level.

As no particular brand of cement is specified in public works the contractor is free to supply any quality that passes the test of the British standard specification for Portland cement (1925 edition).

The Suez Canal Company, who are large users of cement, will not suffer an exception to their own regulations, which only admit those brands that are on the list of the French Ministry of Public Works.

Belgian, German and Yugo-Slavian competitors have improved both their ordinary and their "rapid" hardening grades, but none of them can match the respective British levels. Many private Egyptian builders are becoming familiar with British cement and show a preference for it.

The combined prices and freight rates quoted by Continental competitors are so low that they bring their average price to about 9s. per ton below United Kingdom quotations. Long credit is generally allowed by Continental suppliers with the result that their agents can dispose of the cement on very easy terms. Cases have also occurred where Continental manufacturers have styled their brands under English names, but this practice does not deceive many buyers.

**Fertilizers.**—Egypt is an important consumer of fertilisers, and year by year the consumption will increase. Stable manure is rare, as cattle in the country is not abundant and camel manure is used as fuel. The increased use of motor tractors for agricultural purposes in the place of cattle, donkeys and camels will further reduce the supply. Also the use of the ruins of ancient villages (koms) as manure is decreasing, as this manure is not very rich in fertilising matter and the cost of its transport to the field is often very heavy and disproportionate to its value.

The soil of Egypt requires nitrogen, phosphoric acid and potash. *Nitrogen* is supplied mostly under the form of :—

Chilian Nitrate of Soda containing	...	15½%	nitric nitrogen.
Synthetic Nitrate of Lime containing	...	15%	" "
Sulphate of Ammonia	... "	20½%	ammoniacal nitrogen.
Cyanamide of Lime	... "	15½%	amide "

and other German and American compound fertilizers which are on trial such as Amno-Phos, nitro-sulphate of ammonia, etc.

*Phosphoric acid* is supplied under the form of simple super-phosphate of lime containing 16-18 per cent. of soluble phosphoric acid, and concentrated phosphate of lime containing 38-40 per cent. of soluble phosphoric acid.

The quality generally imported is the 16-18 per cent., other grades being little in demand.

*Potash* is supplied under the form of potash containing 48 per cent. of sulphate of potash.

Chilian *nitrate of soda*, which was introduced to this market some 25 years ago, remains the largest seller in Egypt, imports into this country during the year under review amounting to 188,077 metric tons valued at £E.1,800,994, representing an increase in value of some £E.372,000 compared with 1927. A fixed price for this commodity has been established up to the end of June, 1929, when the conditions may eventually be altered, the Nitrate Year being from the 1st July to the 30th June.

Some traces of nitrate of soda are found in Upper Egypt (Kena district) under the form of "tafla" containing about 5 per cent. to 8 per cent. of nitrogen, but although it is used locally the quantity extracted is limited and the process of extraction and transport to the field are expensive.

The only serious competitor to Chilian nitrate now that the Norwegian granulated nitrate of lime has been withdrawn from this market is the German nitrate of lime marketed by the Stickstoff Syndikat, who offered their 15 per cent. nitrate at prices much below quotations for Chilian nitrate of soda either on consignment or on long credit terms. This, together with extensive propaganda and the unsatisfactory financial conditions of the fellah during 1926 and 1927, induced him to accept the tempting credit terms offered in spite of his preference for nitrate of soda and for the Norwegian product.

*Sulphate of ammonia* is imported partly from the United Kingdom but mostly from Germany, total imports in 1928 being 4,480 metric tons valued at £E.47,832.

The other nitrogenous fertilisers of German or American origin are only imported in very small quantities by large landowners for trial purposes. Nitrogenous fertilisers are used for wheat, maize and sugar cane crops, and on a small scale for cotton and vegetables in top-dressing.

*Cyanamide of calcium* containing 15½ per cent. of nitrogen under its amide form is little used in Egypt at present. It is mostly imported from Italy, the United Kingdom and Roumania.

*Superphosphate of lime* under the 16-18 per cent. phosphoric acid form is said to have a good future in Egypt. The annual import is about 40,000 metric tons, mostly from Holland, France and Algeria. British, Belgian and Greek supplies appear to have gone out of the market. Belgium supplies small quantities of concentrated superphosphate of lime (38-40 per cent.). There exists a small local factory of superphosphate of lime in the Suez area, where rock phosphate of Kosseir is used and sulphuric acid is obtained from the waste of the petroleum refineries at Suez. There are also very rich phosphate grounds on the strip of land between Keneh and Kosseir. The latter beds are exploited for export to Australia and Japan, but the Sabain (Kenah) works were not so successful owing to the great expense involved in hiring of native craft to transport the goods to Alexandria. These grounds belong to a local company connected with the Monticatine Works.



*Sulphate of potash*, containing 48 per cent. of potash ( $K_2O$ ) is imported in increasing quantities by the Franco-German Potash Syndicate (Kali Syndikat) of Stassfurt, who have instituted considerable propaganda. Formerly it was held that the Nile water and the Egyptian soil contained sufficient potash for the country's requirements, but as cultivation becomes more extensive it is anticipated that imports will increase considerably. Up to the present compound fertilisers have hardly been tried in Egypt.

It is anticipated, in view of the facts that all crops are not yet manured with chemical fertilisers and that the vast irrigation schemes in course of execution and under examination will result in extensive new areas of lands coming under cultivation, that before many years have passed Egypt may well have to use 300,000 tons to 350,000 tons of nitrogenous fertilisers, 100,000 tons to 150,000 tons of phosphoric acid fertilisers, 25,000 tons to 50,000 tons and even more of potash per annum.

The Egyptian Government legislation controlling the fertiliser market should go far towards removing abuses, but the inadequate storage accommodation at the Egyptian customs has aroused very adverse criticism in local circles. This latter disadvantage will, it is hoped, be removed before long, as the construction of new nitrate quays is one of the first items on the programme for the extension and improvement of Alexandria Harbour.

**Exports of Egyptian Produce.**—Exports of Egyptian *onions* amounted to 201,611,418 kilogrammes valued at £E.1,216,444, compared with 167,901,525 kilogrammes worth £E.863,497 in 1927, but in spite of these satisfactory figures some complications were experienced in the trade owing to the crop having come forward too early. The United Kingdom remained the chief buyer while Italy, Germany, France and the United States were also important consumers.

Exports of Egyptian *eggs* slightly increased, the figures for the year under review being 127,066 kilogrammes in volume and £E.288,081 in value, compared with 109,951 kilogrammes and £E.242,965 respectively in 1927. Almost the whole of this export was taken by the United Kingdom. In spite of protests from many quarters, the Egyptian Government persisted in maintaining the restriction of seasonal export to 45 million eggs, which had been fixed in 1927 following the earlier petitions for the extension, or removal, of the 1926 restriction (fixed at 30 million eggs).

**Rice.**—Exports of Egyptian rice amounted to 79,566,469 kilogrammes valued at £E.1,023,053, the largest quantities going to Syria and Greece. These export figures represent an increase of some 25 per cent., whereas imports, mostly from British India, amounted to a value of £E.192,038, or a decrease of £E.16,925 in value compared with 1927.

It should be observed that cultivation of rice in Egypt depends very largely upon what is known as the false rise of the Nile which precedes the full flood. If the false rise arrives at a normal time rice cultivation is allowed over a limited area, which is increased in accordance with the continuation of the rise. If the rise is late then the cultivation of rice is only permitted over about one-eighth of the normal area.

It is anticipated that one of the results to be obtained by the execution of the Gebel-el-Aulia project will be that apart from the additional territory which it will be possible to devote to cotton cultivation, water will be available for a guaranteed area annually of 200,000 feddans of rice, or, in other words, as much again as the average cultivation over the last nine years. Up to the present only 48,000 feddans of rice can actually be guaranteed by the authorities, but the decision of the Egyptian Government to increase the area allowed for rice cultivation has caused great satisfaction.

No statistics are yet to hand in regard to the extent of the local rice crop during 1928, but some indication is given by the fact that production was slightly greater than during the preceding year when the crop was cultivated on 420,329 geddans with an average yield of 4.35 ardebs per feddan undecorticated rice, which produces 0.667 of its weight decorticated rice.

**Foreign Interest in the Egyptian Market.**—An exhibition of French industrial products, organised by the *Comité Français des Expositions* in March, 1929, attracted considerable attention and was widely cited by the local press as evidence of French interest in the Egyptian market.

There is some talk of a German industrial exhibition in the near future, while, as reported last year, a permanent exhibition of Japanese products is maintained in Cairo.

Very considerable activity is shown by the various foreign Chambers of Commerce.

*The British Chamber of Commerce of Egypt* is steadily consolidating its position as one of the leading business institutions in the country. To the progress reported in earlier years must now be added the recent institution of arrangements for securing close co-operation between the Cairo and Alexandria branches. (It is hoped in the no distant future to form and affiliate a third branch at Port Said.) Another recent innovation of importance from which considerable benefits may be expected is the decision to admit non-British firms and individuals as associate members.

The Chamber has during the past year done important work in connection with the new customs tariff, special branch committees having been formed for the purpose. A comprehensive memorandum regarding the proposed new customs regulations

has been submitted to the Egyptian Government and, in collaboration with the foreign Chambers of Commerce, a note on the subject of the delays and congestion in the mixed courts has also been addressed to the Government.

**British Participation in Trade.**—Trade with the United Kingdom for the year showed a balance in Egypt's favour of some £E.10,200,000, an increase of over £E.3,000,000 as compared with the previous year.

During 1928 Egypt imported from the United Kingdom goods to the value of £E.11,326,000, or rather more than £E.1,100,000 less than in 1927, while she exported to the United Kingdom produce valued at £E.21,532,000, or some £E.2,394,000 more than in 1927. These figures do not support the contention advanced in some quarters that from the Egyptian point of view the United Kingdom market is of diminishing importance.

The decline in the value of British exports to Egypt is mainly accounted for by the decrease in the exports of cotton piece-goods, some information in regard to which is given in the section dealing with that line. There was, however, a falling off in regard to a number of other commodities, statistics of which are given in Appendix V. In some cases, e.g. rolling stock, this decrease was due to smaller purchases in general, but in many cases it would seem that competing goods were purchased, either because the market wanted cheaper goods or because competitors were at greater pains to secure orders.

The development of the Egyptian market during the past year has once again demonstrated the necessity—the urgency of which cannot be too strongly stressed—for British firms to exercise the greatest care in the selection of their local representative. Intelligent and plausible visitors from Egypt should not be engaged without careful inquiry, and still less should they be permitted to replace older connections, until the British firm has satisfied itself that the stagnation in orders received is due to slackness on the part of the older connection, and not, perhaps, to his care of the firm's interests by refusing to book orders from buyers whose probable insolvency with consequent forced sale of stock would only result in spoiling the market.

The success of competitors must also in no small measure be ascribed to the greater trouble they take to investigate the market. The numbers of overseas business men who visit Egypt increase every year. Such men study the market together with their local representative and themselves obtain a valuable first-hand knowledge of its requirements. It must be remembered that a local representative, be he never so able a writer, cannot convey by written report that understanding of personalities and the "atmosphere" of the market, on a proper appreciation of which an intelligent "backing-up" by the home firm may very largely depend.

This "backing-up" is a very integral part of good salesmanship and complaints are unfortunately not uncommon that there are still British firms who expect agents to sell their higher priced products on a very competitive market such as Egypt has become, without the inducements and assistance that their foreign competitors readily accord their agents. It would be invidious further to labour the point, but a failure in duty to refrain from reference to it.

That "British" stands for high standard both in quality and in business methods is still traditional in Egypt. In these highly competitive days no article can be so good that "it sells itself," but the deservedly high reputation that British goods and business methods have won for themselves is a national asset from which the individual shipper derives a very direct benefit, and which should be jealously guarded by each individual in the interests of all.

**Promotion of Trade and Industry.**—*Congresses and Exhibitions.*—Apart from the exhibitions mentioned on page 34 of Mr. Mulock's Annual Report dated May, 1928, the second Cairo International Motor Show was held from the 23rd January to the 6th February, 1929, under the auspices of the Royal Automobile Club of Egypt. The principal exhibitors were the General Motors Corporation, while other American makes were prominent. British makes were, with one or two exceptions, not represented. Of Continental makes mention must be made of Citroën, Renault, Minerva, &c. The Bosch agency and principal oil and tyre companies were also represented.

As foreshadowed in the above-mentioned report, the centenary celebration of the Egyptian Faculty of Medicine was held co-jointly with the International Congress of Tropical Medicine and Hygiene in December, 1928.

Concurrently with this Congress an exhibition of surgical, laboratory, sanitary and electrical apparatus and appliances, also of drugs, chemicals, foods, &c., was held in Cairo. On the whole the exhibition was disappointing from the British point of view, when it is considered that out of 61 stands only some 11 were entirely devoted to the exhibition of United Kingdom articles. The abstention of many well-known British houses aroused considerable comment in local circles, and it was generally regretted that so few British manufacturers had availed themselves of the opportunities offered by the exhibition, not only as regards potential Egyptian orders that may be expected from the programme of the Department of Public Health and the Faculty of Medicine, but also of demonstrating to a considerable number of leading medical authorities of numerous foreign countries, the high standard of excellence attained by British surgical and medical apparatus, instruments and drugs, &c.

A French Industrial and Commercial Exhibition in Cairo was opened by His Majesty the King of Egypt on the 6th March, 1929. Additional importance was lent to the exhibition by the presence and official participation of the French Minister of Finance. Considerable space was devoted to exhibits of clothing, cotton and silk and woollen goods, jewellery, gold and silver ware, wines, liqueurs, brandy, art and literature, music, pianos, cement, machinery, heating and lighting apparatus, &c., and an interesting exhibit of cast iron pipes. There were also shown replicas of cabins on well-known French railway and steamship lines and other tourist exhibits and propaganda, both in respect of France and her colonies, and model locomotives and rolling stock of the French railways. Interesting photographs showing the work done by the French medical authorities in combating disease in the French colonies and protectorates were prominently hung.

**Protection of Commercial Credit.**—A commencement was made in December, 1928, with the publication of monthly lists of protested bills. The result was startling, even for those of long experience of the market. The number of bills protested monthly is about 4,500, which, when the comparative smallness of the business community in Egypt is borne in mind, is an astounding figure.

The explanation is to be sought in the love of procrastination characteristic of the East, which has had the result that not only does the fact that he has had a bill protested in no way trouble a man's mind, but in all too many cases it does not appear noticeably to affect his ability to obtain further credit. This is to some extent due to the fact that some men of known wealth have made it a regular practice to allow their bills to be protested, knowing that owing to the congestion of the courts the case will not come on for about six months, before the expiration of which they make a virtue of necessity and meet their obligations, having by this means obtained a further four or five months' credit. Another contributory cause to the apparent ease with which a man who has had a bill protested can continue to obtain goods is the very keen competition that exists in many branches, and the desire of over-zealous or unscrupulous agents to book orders.

The publication of these monthly lists of defaulters has, however, this advantage, that careful agents can now obtain some idea of the position of clients, while it may be regarded, at any rate, as a starting point for building up a conception of commercial morality which at present is, unfortunately in all too many cases, conspicuous by its absence. In this connection it may be noted, as a hopeful sign, that among the leading Egyptian business men the desirability of improving commercial morals is fully recognised and warmly advocated.

The Association for the Protection of the Rights of Creditors, of which mention was made in the 1927 report, further consolidated its position during the year, and now numbers among its members several of the more important local banks. There is reason to hope, therefore, that the activities of this Association will contribute materially to improving a state of affairs which hitherto has constituted one of the greatest drawbacks to trade with Egypt.

While this Association has put forward a suggestion for the formation of a commercial register for Egypt, it is of interest to note that the Cairo Chamber of Commerce is moving for an amendment of the bankruptcy laws. In some quarters the establishment of a special bankruptcy court is advocated.

With reference to the delays in the commercial courts it may be added that steps are being taken which, it is hoped, will lead to an expedition of the work of these courts.

In connection with the question of debt collecting attention is called to the section dealing with the British Chamber of Commerce in Egypt, where services are available in this respect.

**Commercial Treaties.**—In view of the introduction in 1930 of a new Egyptian tariff, on the expiration of the Italo-Egyptian Commercial Treaty on February 16th next, notice was given to other powers, including the United Kingdom, of the termination on that date of the commercial agreements which had automatically continued to govern their commercial relations with Egypt.

Such other commercial agreements as were concluded during the year were made terminable at short notice.

**Cotton Legislation.**—By Decree dated the 5th September, 1928, the Ministry of Agriculture fixed the dates on which they will announce (a) their estimate of the acreage under cotton, and (b) three estimates of the crop.

The dates fixed are as follows :—

(a) On the first Monday of the month of August each year the Ministry will publish an estimate of the acreage under cotton mentioning the extent of each variety.

(b) Three estimates of the crop will be published : the first estimate on the first Monday of October : the second estimate on the first Monday of December : and the third estimate on the first Monday of June, of each year.

All estimates will be published at 9.30 a.m. on the date fixed.

**Cotton Mixing Legislation.**—The measures taken by the Government in the provinces to improve the standard of purity of cotton have been attended by a considerable measure of success already, but as a result of strictures passed on the purity of Egyptian cotton at a congress in Zurich in the summer of 1928, the Government felt called upon to take further steps to safeguard the reputation of the principal export article of the country.

Proposals were therefore made to extend to the port of shipment the Government control against cotton mixing. While realising the desirability of the object aimed at, the shippers

expressed great anxiety lest the proposed measures should in practice so hamper and burden trade that not only they themselves but the spinners also would suffer, and contended that as the shipping interests themselves were naturally anxious to supply strictly to sample, further Government measures were unnecessary.

The matter has been the subject of considerable argument and correspondence, and after some discussion of the subject at the International Congress at Brussels in May of the current year, it seems likely that the Government will now await the fuller discussion likely to take place at Barcelona in the autumn, before deciding what action is most likely to serve the ends they have in view.

**Cotton.—Government Loans to Cultivators.**—The same general conditions as those reported on page 10 of the report dated May, 1927, governed the decision of the Egyptian Government, previously inspired by the fall in cotton prices, to allocate four million pounds Egyptian (£E.4,000,000) from the Reserve Fund for the purpose of advances on cotton to the small cultivators as from the 1st September, 1928.

Interest at the rate of 4 per cent. is charged on the sums advanced, the duration of the loans being four months, renewable on expiry for a similar period.

The quantity of cotton on which advances are made must not be less than 5, or more than 500, cantars. Advances are fixed on the following basis :—

(a) £E.5 per cantar on F.G.F. and higher grades of Sakel : £E.4.500 m/ms per cantar on G.F. grade.

(b) £E.3.500 m/ms per cantar on F.G.F. and higher grades of Ashmouni : £E.3 per cantar on G.F. grade.

(c) £E.4 per cantar on F.G.F. and £E.3 per cantar on G.F. other qualities.

Owing to the comparatively good prices received for cotton during 1928, it would seem that less recourse than hitherto was made to the facilities offered by the Egyptian Government.

By Law No. 9 of January, 1929, the Egyptian Government decreed the method by which cotton deposited as security shall be realised by the authorities in case of non-payment of a loan.

**Commercial Legislation.**—A number of measures were introduced during the year under review, of which the following are perhaps the most interesting :—

Law No. 18 of 1928 modifying Law No. 21 of 1920 provides that imports of shaving brushes must be accompanied by an official certificate from the country of origin or of export as the case may be, to the effect that the goods have been disinfected and are free from anthrax germs. The Law also authorises the Public Health Department to destroy affected goods or to order their re-exportation, and the Ministry of the Interior to prohibit if necessary the importation of such goods and to extend this prohibition to kindred toilet, medical or surgical articles.

Law No. 21 of 1928 governing the trade in, and use of, dangerous drugs.\*

\* Information regarding the provisions of this law may be obtained by application to the Department of Overseas Trade.

The above law specifies the drugs included in the "dangerous" categories and forbids the importation, exportation and possession of such goods and commerce therein generally, except under special conditions laid down by authority of this Law. In this connection it may be noted that the Government are making great efforts to combat the use of drugs.

Decree modifying the General Regulations of the Alexandria Bourse.

The promulgation of the Decree governing the composition of Egyptian Limited Liability Companies referred to in page 17 of last year's Report, aroused considerable criticism from the four principal foreign Chambers of Commerce, with the result that the Chambers addressed a joint petition to the Egyptian Government which, while appreciating the desirability of the introduction of adequate company legislation, suggested that a special commission should be formed with the object of drafting in collaboration with the Chambers of Commerce a comprehensive company law which would not suffer from the practical defects of the present legislation. So far, however, no steps have been taken in the direction suggested.

A Government Committee was formed in March, 1929, by authority of Ministerial Decree No. 10 of February 26th for the purpose of examining a draft patent law.

During the year under review the united Chambers of Commerce, including the Egyptian Chambers of Cairo and Alexandria, invited the attention of the Egyptian Government to the delays and congestion in the Mixed Tribunals.

The proposed insurance legislation to which reference was made last year is still under examination, but as it is believed that fixed deposits will be required when the law is promulgated, certain British and Canadian companies have anticipated the proposed legislation by voluntarily depositing under Government control, guarantees or cash to a considerable amount. Impetus was given to the consideration of this matter by the fact that a certain Continental company which had encashed life assurance premiums in gold francs refused to follow an order of the courts to pay the assurance sum in gold instead of in paper francs, and eventually closed their local offices and left the country.

*Tobacco.* By decree dated June 6th, 1929, the Egyptian Government reduced as from that date the import duties on leaf and manufactured tobacco imported from countries which have no special arrangement with Egypt, provided that the goods are cleared by February 1st, 1930.

### III. TRANSPORT AND COMMUNICATIONS.

**Radio and Telegraphic Communications.**—The Marconi Radio Telegraph Company of Egypt, S.A.E., who, as mentioned on pages 38-39 of the report dated May, 1928, took over the Abu Zabal Wireless Station from His Britannic Majesty's Postmaster-General on the 15th January, 1928, for purposes of wireless telegraph traffic between the United Kingdom and Egypt, opened a direct service with Vienna on the 1st December of that year. The other countries served by the Abu Zabal-Meady system are the following :—

Abyssinia, Eritrea and Italian Somaliland (East Africa), Hedjaz, 'Iraq, Palestine, Sudan, Syria, and Transjordan.

The above places are, of course, also served by the Eastern Telegraph Company's cable routes.

As the result of improvements introduced into the Abu Zabal system, including replacement of old apparatus by up-to-date



equipment and the erection in 1927 of a receiving station at Meadi, the traffic returns of the Marconi Radio Telegraph Company of Egypt were very satisfactory during the year under review.

The Egyptian Government had completed the Kosseir Radio system, to which reference was made in the above-mentioned report, on July 1st, 1928, but owing to shortage of staff the service has not yet been opened.

Certain alterations and extensions were introduced into the Egyptian Government Wireless Station (for communication with ships at sea) at Ras-el-Tin during 1928.

**Shipping.**—Statistics of the shipping of the principal countries entered and cleared at all Egyptian ports in 1928, together with passengers and cargo landed and loaded, will be found in Appendix XVIII. As compared with similar statistics for 1927 (see Appendix XII of the report dated May, 1928), the increase in the total number of ships entered and volume of cargo landed, as well as in the corresponding British shares, remains steady.

The most noticeable features of the shipping situation during the year under review were perhaps the decrease in volume of cargo shipped in British and American bottoms, viz., 35,717 tons and 7,309 tons respectively, and the increase in quantities of merchandise exported in vessels of most other countries; also the appearance of Russia as a serious competitor in the shipping business.

Statistics of shipping transmitting the Suez Canal during the year under review show that total transits numbered 6,077 of a total registered tonnage of 24,940,936, compared with 5,442 and 22,660,164 respectively during 1927.

The British share of this shipping amounted to 3,315 transits and 15,810,427 registered tonnage, representing an increase respectively compared with 1927 of 335 transits and 1,140,408 registered tons.

Whilst the number of transits under most foreign flags slightly increased, no particular countries, apart from Great Britain, can point to any marked increase in traffic through the Suez Canal.

During the year reports were current that the Egyptian Government were contemplating the acquisition of two or three vessels for the purpose of conveying to Egypt Government purchases abroad, notably coal. The matter is understood to be still under consideration, but in some quarters it is held that the experiences of some other countries in regard to State ownership are not likely to encourage the Egyptian State in a similar venture.

The question of the creation of an Egyptian mercantile marine is also understood to be under consideration by the Banque Misr, who are believed to have put before the Government a proposal

for the formation of an Egyptian shipping company with Government participation. The suggested company would carry the Government purchases referred to above and general merchandise, and would also handle the pilgrimage traffic. This proposal and the above-mentioned Government scheme are under consideration by a Departmental Committee.

*Harbour Works.*—Reference has been made in previous reports to the Petroleum Harbour at Suez, but the expected official opening of the new harbour has not yet been announced.

The decision of the Egyptian Government to proceed with the execution of the programme for the improvement of Alexandria harbour, to which reference has been made under the heading of the State budget for 1929-30, will be welcomed by shipping companies, industrialists and all concerned with the goods and passenger traffic in Egypt's principal port.

The work already in hand in connection with the development of the Port Est harbour should also go far to solve the difficulties hitherto experienced in providing water space for recreation purposes and, consequently, liberate more water frontage in the main harbour for commercial purposes.

*Light Dues.*—Shipping interests in 1928 called attention to what were considered the unduly high rates of the Egyptian light dues. The matter was brought to the knowledge of the Egyptian Government, and the rates were reduced by approximately 40 per cent. from June 10th, 1929.

*Aviation.*—The time saved in transit of mails by Imperial Airways machines, viz., 'Iraq two days, India seven days and the United Kingdom up to two days, has been reflected in the increased volume of air mails.

Of the total air mail carried from Cairo eastwards from the 1st April, 1928, to the 31st March, 1929, amounting in all to 26,494 lb., 1,645 lb. were consigned by the Egyptian Postal Administration. During the corresponding period of 1927-28, 20,762 lb. of mails were carried, of which 950 lb. represented mail originating in Egypt.

The volume of westward mail from 'Iraq to Egypt totalled 25,426 lb. during 1928-29, of which 2,029 lb. was Egyptian mail, compared respectively with 21,071 lb. and 2,844 lb. during the corresponding period of 1927-28.

The Mediterranean sector of the United Kingdom-India Air Route was inaugurated on the 30th March, 1929, and in conjunction with the Near East and European Divisions a weekly service between London and Karachi in each direction is now in operation.

At present the intermediate stages of this route are not open to the Postal Administrations of the countries served in transit for direct consignment of mails.

#### IV. SOCIAL QUESTIONS.

**Cost of Living.**—According to official statistics the cost of living and prices generally in December, 1928, and January, 1929, taking 100 as the pre-war index, were for Cairo 126 and 125, as compared with 114 for both months a twelvemonth earlier. In Alexandria the figures for December and January were 125 and 123, as against 115 and 113 in the previous year.

Taking the price of food alone the figures for the whole country for December and January were 150 and 149, against 150 and 146 twelve months ago.

Another set of figures more closely representing the real cost of living for the middle classes, including food, clothing, lodging and other expenses, for the two months cited were respectively 154 and 152 this year, compared with 152 and 151 last year.

The possible effect of the new tariff on the cost of living is causing not a little anxiety, despite the avowed desire of the Government to avoid any additional burden on the budget of the working classes.

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## APPENDIX I.

## SUMMARY OF VALUE OF IMPORTS INTO EGYPT—BY CATEGORIES.

Categories.					1927	1928
					£E.	£E.
1.	Animals and animal food products	...	...	...	1,413,328	1,539,533
2.	Hides, skins and leather goods	...	...	...	638,670	721,156
3.	Other animal products	...	...	...	38,055	44,793
4.	Cereals, flour and agricultural produce	...	...	...	4,219,920	3,894,733
5.	Colonial produce and general grocery	...	...	...	2,649,738	3,074,106
6.	Spirits, beverages and oils	...	...	...	3,691,169	3,906,558
7.	Paper and printed matter	...	...	...	942,161	1,042,101
8.	Wood and coal	...	...	...	4,252,962	3,765,274
9.	Stone, earthenware and glassware	...	...	...	1,483,003	1,591,657
10.	Dyestuffs, tanstuffs and colours	...	...	...	369,723	386,834
11.	Chemical and medicinal products and per- fumery	...	...	...	3,538,473	4,033,139
12.	Yarns and textiles	...	...	...	13,934,136	15,431,923
13.	Metals and metalware	...	...	...	8,262,201	8,988,041
14.	Miscellaneous	...	...	...	1,892,436	2,017,776
Total of merchandise imported					47,325,975	50,437,624
15.	Tobacco	...	...	...	1,359,810	1,606,345
Total of imports					48,685,785	52,043,969

## APPENDIX II.

## VALUE OF IMPORTS FROM PRINCIPAL COUNTRIES.

Country.						1928 £E.	1927 £E.
United Kingdom	...	...	...	...	...	11,326,242	12,482,606
Australia	...	...	...	...	...	1,564,439	1,720,469
British India (including Aden)	...	...	...	...	...	1,697,476	1,674,142
Other British Possessions in the Far East (a)	...	...	...	...	...	788,210	603,928
Mesopotamia (b)	...	...	...	...	...	126,044	21,130
Palestine (b)	...	...	...	...	...	952,846	520,835
British Mediterranean Possessions (c)	...	...	...	...	...	221,213	266,594
British Possessions in Africa (d)	...	...	...	...	...	118,749	143,633
Canada	...	...	...	...	...	27,692	27,377
British Empire Total	...	...	...	...	...	16,822,911	17,460,714
Austria	...	...	...	...	...	632,239	571,466
Belgium	...	...	...	...	...	1,998,011	2,058,188
Chili	...	...	...	...	...	1,800,940	1,428,932
Czechoslovakia	...	...	...	...	...	1,307,998	970,452
France	...	...	...	...	...	5,295,906	5,337,640
Germany	...	...	...	...	...	3,552,075	3,060,483
Greece...	...	...	...	...	...	1,040,528	974,423
Holland	...	...	...	...	...	610,525	529,581
Italy	...	...	...	...	...	4,933,748	4,238,249
Japan	...	...	...	...	...	1,595,380	1,185,372
Roumania	...	...	...	...	...	1,727,100	1,563,265
Russia...	...	...	...	...	...	958,316	806,868
Sweden	...	...	...	...	...	561,623	511,606
Switzerland	...	...	...	...	...	612,119	453,672
Syria	...	...	...	...	...	873,664	584,684
Turkey	...	...	...	...	...	1,338,078	993,476
United States	...	...	...	...	...	2,687,799	2,274,503
Total, including other countries	...	...	...	...	...	52,043,969	48,685,785

(a) Including Ceylon, Straits Settlements, Hong-Kong and British Borneo.

(b) Mandated Territories.

(c) Including Malta, Cyprus and Gibraltar.

(d) Including Union of South Africa, British East and West Africa.

## APPENDIX III.

SUMMARY OF VALUE OF IMPORTS INTO EGYPT DURING FIRST QUARTERS OF  
THE YEARS 1928 AND 1929.

Categories.	Three months	
	ending March, 1928.	ending March, 1929.
	£E.	£E.
1. Animals and animal food products ...	349,143	382,658
2. Hides, skins and leather goods ... ..	187,871	189,181
3. Other animal products ... ..	9,577	16,360
4. Cereals, flour and agricultural produce ...	946,807	1,656,293
5. Colonial produce and general grocery ...	686,909	749,253
6. Spirits, beverages and oils ... ..	1,013,781	1,039,087
7. Paper and printed matter ... ..	257,805	259,649
8. Wood and coal ... ..	650,732	688,059
9. Stone, earthenware and glassware ...	417,679	422,893
10. Dyestuffs, tanstuffs and colours ... ..	95,471	99,906
11. Chemical and medicinal products and perfumery ... ..	827,553	749,552
12. Yarns and textiles ... ..	3,534,070	3,774,220
13. Metals and metalware ... ..	2,091,707	2,414,279
14. Miscellaneous ... ..	505,814	491,432
Total of merchandise imported	1,574,919	12,932,822
15. Tobacco ... ..	369,066	341,145
Total of imports ... ..	11,943,985	13,273,967

## APPENDIX IV.

VALUE OF IMPORTS FROM PRINCIPAL COUNTRIES DURING FIRST QUARTERS OF  
1928 AND 1929.

Country.					Three months ending March, 1929.	Three months ending March, 1928.
					£E.	£E.
United Kingdom ... ..					2,717,888	2,700,363
Australia and New Zealand ... ..					777,988	376,256
British India (including Aden) ... ..					367,494	328,564
Other British Possessions in the Far East ... ..					168,649	146,647
Mesopotamia (b) ... ..					104,938	38,907
Palestine (b) ... ..					207,458	183,561
British Mediterranean Possessions ... ..					50,229	50,435
British Possessions in Africa ... ..					24,039	10,106
Canada ... ..					26,804	3,862
British Empire Total ... ..					4,445,487	3,838,701
Austria ... ..					143,850	159,190
Belgium ... ..					554,058	494,858
Chili ... ..					189,360	325,543
Czechoslovakia ... ..					310,311	348,754
France ... ..					1,363,763	1,296,541
Germany ... ..					998,622	846,835
Greece ... ..					231,479	237,171
Holland ... ..					126,790	125,916
Italy ... ..					1,233,449	1,107,830
Japan ... ..					446,437	441,417
Roumania ... ..					415,391	351,845
Russia ... ..					224,289	197,431
Sweden ... ..					112,267	72,953
Switzerland ... ..					178,551	145,303
Syria ... ..					157,424	183,257
Turkey ... ..					290,962	320,014
United States ... ..					873,070	652,419
Total, including other countries ... ..					13,273,967	11,943,985

## APPENDIX V.

LINES IN WHICH UNITED KINGDOM TRADE HAS DECLINED IN 1928, AND SHOWING CHIEF COMPETITOR.

Article.	Total.	United Kingdom.	United Kingdom decrease.	Chief Competitor.
	£E.	£E.	£E.	£E.
Cotton piece goods ... (General decrease £E.420,051)	6,562,449*	3,097,679	729,852	†Italy ... 1,488,996 (Decrease 207,421) Japan ... 1,108,291 (Increase 329,294) France ... 6,806
Machine belting ...	21,660	3,926	3,989	Holland ... 49,442
Gin leather ...	33,921	33,907	17,014	United States 213,627
Linseed oil ...	81,111	31,002	8,642	" 29,348
Mineral lubricating oils ...	280,115	15,948	39,751	Germany ... 19,739
Coal ...	1,531,832	1,455,545	400,753	Belgium ... 9,030
Coke ...	23,574	3,719	11,313	Italy ... 10,950
Varnishes ...	26,425	9,655	5,442	
Antiseptic cotton and gauze	34,425	14,930	7,493	
Household soap ...	386,642	88,030	13,355	Palestine ... 199,035
Cotton yarn, grey and bleached	344,399	22,518	11,842	British-India 170,938
Wheat flour ...	2,153,233	56,536	29,785	Australia ... 1,457,353
Mosquito netting ...	113,017	46,807	4,938	France ... 61,993
Salted or smoked codfish and herrings	90,616	55,471	4,707	" ... 30,508
Edible tallow, margarine, etc.	70,750	10,249	3,124	Argentina ... 17,738
Beer, stout and ale in barrels	59,249	26,843	2,515	Czechoslovakia 10,831
Drawing, toilet and other papers	70,316	12,693	4,293	Germany ... 17,071
Wooden furniture...	268,146	20,460	2,901	France ... 144,237
Sanitary earthenware ...	44,243	22,308	3,610	" ... 7,495
China, porcelain, etc. ...	176,880	5,806	1,224	Germany ... 49,825
Plate glass and mirrors ...	69,726	7,147†	5,039‡	Belgium ... 45,390
Boot and furniture polishes	40,204	17,262	1,693	United States 13,141
Ammonium sulphate ...	47,832	12,602	6,451	Germany ... 31,189
Camel-hair cloth for oil refining	27,586	16,123	2,636	" ... 8,697
Hemp yarn ...	26,164	18,090	7,170	Belgium ... 4,400
Hemp goods ...	153,643	43,371	4,503	Italy ... 49,569‡
Iron or steel sheets and plates, angles and ties, girders and joists	187,988	11,362	6,907	Belgium ... 131,659
Iron or steel axles, wheels, springs, rivets, bolts, nuts and washers	77,770	23,898	9,712	Germany ... 15,837
Iron, copper or metal bedsteads and parts	165,507	83,678	5,540	" ... 57,158
Iron or steel galvanized sheets	53,912	9,176	3,071	Belgium ... 38,419
Industrial implements and tools	83,427	16,582	5,369	Germany ... 35,413
Cast-iron pipes, fittings, etc.	153,392	42,871	58,980	France ... 72,086



APPENDIX V—*continued.*

Article.	Total.	United Kingdom.	United Kingdom decrease.	Chief Competitor.
Electrical machinery and parts	£E. 152,389	£E. 32,374	£E. 9,382	France ... 43,089
Railway rolling stock ...	363,947	118,959	554,239	France and Belgium
Copper and brass sheets, bottoms, bars, billets, tubing	268,359†	29,495†	31,862	France ... 110,202
Tin ingots, bars or slabs	86,952	81,626	11,417	—
Gold and silver bullion ...	1,170,669	109,561	333,836	—
		silver only	mostly gold	
Pneumatic casings, inner tubes and solid tyres	245,177†	20,697†	6,173	United States 92,299
Electric batteries, accumulators and parts	35,089	14,819	2,732	Germany ... 5,640

\*It should be noted that these figures only comprise "cotton piece goods," as by a re-grouping of import headings, "mixed cotton and artificial silk goods" now form a separate category.

The total import of the latter category amounted in 1928 to a total value of £E.1,167,972. The total imports for both pure cotton and mixed goods increased therefore by £E.747,921.

†Similarly, the apparent decline in Italian imports of cotton piece goods of £E.207,421, is in reality converted into a gain of £E.453,650 owing to Italy's important contribution of £E.661,071 towards the "mixed cotton and artificial silk goods" trade.

On the other hand, the United Kingdom's share in imports of "mixed cotton and artificial silk goods" amounted to only £E.198,766. Thus for the United Kingdom there was a total decline under the two headings of £E.531,086.

†Approximate.

## APPENDIX VI.

VALUE OF COTTON PIECE GOODS IMPORTED IN 1927 AND 1928 DUTIABLE ON BASIS OF WEIGHT PER SQUARE METRE.

From	Year.	Grey.	Bleached.	Printed.	Dyed in the Yarn.	Dyed in the piece.	Total.
United Kingdom	1928	£E. 365,016	£E. 1,015,259	£E. 828,335	£E. 132,340	£E. 646,162	£E. 2,987,112
	1927	436,594	1,134,814	996,832	228,759	781,754	3,578,753
Belgium ...	1928	(a)	19,833*	5,360	110,435	27,108	162,736†
	1927	27	13,934*	4,291	110,169	21,741	150,162
France ...	1928	1,092	3,799	150,669	12,385	35,678	203,623
	1927	909	2,186	82,386	11,723	21,869	119,073
Italy ...	1928	7,965	66,629	315,877	630,325	438,711	1,459,507
	1927	463	32,967	281,599	539,989	396,615	1,251,633
Japan ...	1928	369,850	2,458†	493*	735,448*	(a)	1,108,249†
	1927	451,088	360†	14*	327,221*	2,508	781,191
Czechoslovakia ...	1928	(a)	(a)	80,293*	(a)	(a)	80,293†
	1927	517	1,008	64,977*	4,193	1,624	72,319
Total, including other countries ...	1928	775,090	1,128,070	1,533,292	1,656,952	1,229,814	6,323,218
	1927	925,337	1,198,444	1,486,293	1,267,574	1,256,058	6,133,706

NOTE.—This table does not include cotton piece goods returned by weight and linear metres, the imports of which in 1927 and 1928 were as follows :—

	1927	1928		1927	1928
Cotton Piece Goods returned by weight (total imports)	£E. 109,888	£E. 161,564	Cotton Piece Goods returned by linear metres (total imports)	£E. 738,906†	£E. 77,667
Of which from the United Kingdom ...	62,656	77,936	Of which from the United Kingdom ...	186,122†	32,631

(a) Not yet available. \* Relate to "heavy" goods only. † Including piece goods of cotton and artificial silk. See note on p. 65.  
‡ Incomplete.

## APPENDIX VII.

QUANTITY OF COTTON PIECE GOODS IMPORTED IN 1927 AND 1928 DUTIABLE ON BASIS OF WEIGHT PER SQUARE METRE.

From	Year.	Grey.	Bleached.	Printed.	Dyed in the yarn.	Dyed in the piece.	Total sq. metres.
United Kingdom	1928	Sq. metres. 27,360,007	Sq. metres. 43,655,827	Sq. metres. 21,323,557	Sq. metres. 3,468,222	Sq. metres. 15,759,976	111,567,589
	1927	34,501,531	50,367,570	28,458,839	6,515,118	20,243,547	140,086,605†
Belgium ...	1928	(a)	502,116*	111,720	2,628,873	484,773	3,727,482
	1927	674	396,986*	109,798	2,890,352	430,016	3,827,826
France ...	1928	23,821	137,219	3,647,101	308,111	877,645	4,993,897
	1927	24,488	84,762	2,102,902	315,999	612,313	3,140,464
Italy ...	1928	364,024	1,881,776	7,957,104	15,556,424	9,794,744	35,554,072
	1927	23,800	994,226	7,843,286	14,684,191	9,564,255	33,109,758
Japan ...	1928	15,628,057	84,976	11,822†	19,671,682*	(a)	35,396,537†
	1927	20,628,277	14,113	464*	9,107,089	66,138	29,816,081
Czechoslovakia ...	1928	(a)	(a)	1,696,713*	(a)	(a)	1,696,713†
	1927	30,440	36,331	1,590,006*	123,833	37,775	1,818,385
Total, including other coun- tries ...	1928	44,796,448	46,946,460	38,264,532	42,480,617	29,432,331	201,920,388
	1927	56,948,390	52,385,696	41,358,635	34,964,446	31,924,434	217,581,601

NOTE.—This table does not include cotton piece goods returned by weight and linear metres, the imports of which in 1927 and 1928 were as follows :—

	1927	1928		1927	1928
Cotton Piece Goods returned by weight	Kilogs.	Kilogs.	Cotton Piece Goods returned by linear	Kilogs.	Kilogs.
(total imports)	797,328	996,243	metres (total imports)	...	19,549,170
Of which from the United Kingdom ...	501,270	544,245	Of which from the United Kingdom ...	4,272,043	1,358,560

(a) Not yet available. \* Relates to "heavy" goods only. † Including piece goods of cotton and artificial silk. ‡ Incomplete.

# APPENDIX VIII.

STATISTICS OF IMPORTS INTO EGYPT DURING 1928 OF VARIOUS OIL PRODUCTS, AND COUNTRIES OF ORIGIN.

Country.	Kerosene.		Benzine.		Mazout (fuel).		Mineral lubricating oils and greases.		Solar oil.	
	Met. tons	£E.	Met. tons	£E.	Met. tons	£E.	Met. tons	£E.	Met. tons	£E.
Delivered from Suez Refinery ...	1,379	5,577	27,187	224,545	59,928	155,869	—	—	3,599.4	13,087
Imported direct from :—										
Roumania ...	146,100	614,425	21,278	175,558	—	—	2,836	24,872	—	—
... Cases	1,895	354	30	11	—	—	—	—	—	—
Russia ...	127,092	533,244	14,748	126,653	—	—	—	—	—	—
... Cases	15,458	86,376	640	5,535	71	169	—	—	—	—
United States ...	500	144	5,000	1,841	—	—	14,613	213,627	—	—
... Cases	—	—	—	—	26,593	71,565	—	—	—	—
Persia ...	—	—	—	—	1,202	2,992	—	—	—	—
Dutch Possessions in Far East ...	—	—	—	—	—	—	791.8	15,948	—	—
United Kingdom ...	—	—	—	—	—	—	237.5	2,137	—	—
British Borneo ...	—	—	—	—	—	—	—	—	—	—
Dutch West Indies ...	—	—	—	—	7,507	21,770	—	—	—	—
Belgium ...	—	—	—	—	—	—	300.9	4,362	—	—
France ...	—	—	—	—	—	—	197.6	2,810	—	—
Germany ...	—	—	—	—	—	—	1,028.8	13,959	—	—
Other countries ...	—	—	—	—	41,008	111,275	158.4	2,400	34.1	126
" " ... Cases	500	144	—	—	—	—	—	—	—	—

Total value of all categories of imported oil; ... .. £E. 3,906,558.

## APPENDIX IX.

## PRINCIPAL IMPORTS OF IRON AND STEEL GOODS BY COUNTRIES OF ORIGIN.

Item.	Year.	United Kingdom.	Belgium.	France.	Germany.	Total from all countries.
Angles and tees ... ..	1928	£E. 2,519	£E. 17,533	£E. (a) 318	£E. 1,681	£E. 22,226
...	1927	3,424	14,457	318	417	18,753
Axles, wheels and springs ... ..	1928	17,806	8,908	3,129	12,865	47,194
...	1927	22,374	12,556	4,809	23,655	64,622
Bars and billets ... ..	1928	8,558	241,888	10,100	27,204	287,877
...	1927	6,271	197,685	7,487	22,823	235,064
Galvanized sheets ... ..	1928	9,176	38,419	904	4,635	53,912
...	1927	12,247	26,039	729	5,218	45,843
Non-galvanized sheets and plates ... ..	1928	7,389	64,506	1,440	12,225	85,985
...	1927	9,087	51,030	3,731	5,682	70,264
Girders and joists ... ..	1928	1,454	49,620	21,804	6,899	79,777
...	1927	5,778	63,678	35,374	4,430	109,260
Hoops and strips ... ..	1928	35,022	6,500	—	36,330	77,966
...	1927	14,518	9,389	—	24,202	48,109
Pipes and fittings (wrought iron or steel) ... ..	1928	35,511	5,483	12,935	37,264	101,963
...	1927	18,547	5,568	12,866	35,590	79,390
Galvanized pipes and fittings ... ..	1928	61,353	6,478	20,188	23,944	123,399
...	1927	24,510	3,949	1,403	14,852	60,739
Cast iron pipes and fittings ... ..	1928	26,898	14,353	66,308	9,094	116,653
...	1927	85,100	12,776	52,665	10,657	161,198
Rails and fittings, including steel sleepers ... ..	1928	195,639	8,238	6,319	11,053	221,296
...	1927	133,090	48,248	89,238	32,106	302,682
Rivets, bolts, nuts and washers ... ..	1928	6,092	13,875	5,598	2,972	30,576
...	1927	11,236	9,944	4,518	2,504	30,016
Works wholly or partly constructed ... ..	1928	109,509	32,198	27,779	16,336	196,704
...	1927	43,784	31,719	8,400	25,823	141,244
Bedsteads and parts (iron, copper or metal) ... ..	1928	83,678	(a)	4,716	57,158	165,507
...	1927	89,218	2,195	11,612	38,100	164,076

(a) Not yet available.

## APPENDIX X.

## SUMMARY OF VALUE OF EXPORTS (DOMESTIC) FROM EGYPT—BY CATEGORIES.

Categories.	1928 £E.	1927 £E.
1. Animals and animal food products ... ..	369,201	328,151
2. Hides, skins and leather goods ... ..	403,053	399,994
3. Other animal products ... ..	68,117	75,090
4. Cereals, flour and agricultural produce ... ..	6,772,377	5,592,720
5. Colonial produce and general grocery ... ..	29,362	44,800
6. Spirits, beverages and oils ... ..	784,392	853,600
7. Paper and printed matter ... ..	92,042	82,566
8. Wood and coal ... ..	18,481	19,223
9. Stone, earthenware and glassware ... ..	215,191	32,489
10. Dyestuffs, tanstuffs and colours ... ..	18,471	26,122
11. Chemical and medicinal products and per- fumery... ..	218,553	301,797
12. Yarns and textiles ... ..	45,404,710	39,243,449
13. Metals and metalware ... ..	1,390,902	920,531
14. Miscellaneous ... ..	34,155	33,135
Total merchandise exported ... ..	55,819,007	47,953,667
15. Cigarettes ... ..	346,249	386,836
Total of exports ... ..	56,165,256	48,340,503

## APPENDIX XI.

## VALUE OF EXPORTS TO PRINCIPAL COUNTRIES.

Country.	1928 £E.	1927 £E.
United Kingdom ... ..	21,532,193	19,138,089
Australia ... ..	34,828	42,721
British India (including Aden) ... ..	1,167,581	636,720
Other British Possessions in the Far East (a) ... ..	194,287	85,123
Mesopotamia (b) ... ..	12,023	14,039
Palestine (b) ... ..	423,777	433,334
British Mediterranean Possessions (c) ... ..	94,997	62,857
British Possessions in Africa ... ..	29,492	32,240
Canada ... ..	22,289	7,622
Austria ... ..	256,063	284,644
Belgium ... ..	381,524	243,532
Czechoslovakia ... ..	948,594	1,052,994
France ... ..	6,785,806	4,903,365
Germany ... ..	3,345,680	3,139,386
Greece... ..	581,959	389,828
Holland ... ..	345,805	440,825
Italy ... ..	3,745,602	2,702,400
Japan ... ..	1,792,918	1,709,217
Poland ... ..	453,347	296,298
Russia... ..	3,109,706	1,742,442
Spain ... ..	1,167,621	985,511
Switzerland ... ..	1,986,804	1,893,349
Syria ... ..	420,871	325,156
United States ... ..	6,118,121	6,799,598
Total, including other countries ... ..	56,165,256	48,340,503

(a) Including Ceylon, Straits Settlements, Hong-Kong and British Borneo.

(b) Mandated Territories.

(c) Including Malta, Cyprus and Gibraltar.

## APPENDIX XII.

SUMMARY OF VALUE OF EXPORTS (DOMESTIC) DURING FIRST QUARTERS  
OF THE YEARS 1928 AND 1929.

Categories.		Three months ending March, 1928.	Three months ending March, 1929.
		£E.	£E.
1. Animals and animal food products	...	162,672	150,828
2. Hides, skins and leather goods	...	88,731	76,522
3. Other animal products	...	12,840	14,038
4. Cereals, flour and agricultural produce	...	1,680,984	1,913,765
5. Colonial produce and general grocery	...	8,383	8,846
6. Spirits, beverages and oils	...	157,360	240,174
7. Paper and printed matter	...	20,652	21,735
8. Wood and coal	...	3,758	4,039
9. Stone, earthenware and glassware	...	18,222	64,430
10. Dyestuffs, tanstuffs and colours	...	6,109	6,659
11. Chemical and medicinal products and perfumery	...	17,268	48,554
12. Yarns and textiles (chiefly raw cotton)	...	10,783,643	12,365,952
13. Minerals and metalware	...	217,889	273,526
14. Miscellaneous	...	7,699	16,978
Total of merchandise exported	...	13,186,210	15,206,046
15. Cigarettes	...	80,696	75,230
Total of exports	...	13,266,906	15,281,276

## APPENDIX XIII.

VALUE OF EXPORTS (DOMESTIC) TO PRINCIPAL COUNTRIES DURING  
FIRST QUARTERS OF 1928 AND 1929.

Country.		Three months ending March, 1929.	Three months ending March, 1928.
		£E.	£E.
United Kingdom	...	4,878,837	5,285,955
British India (including Aden)	...	233,986	218,793
Palestine (b)	...	111,865	103,034
Other countries in the British Empire	...	68,638	55,600
British Empire total	...	5,293,326	5,663,382
Austria	...	86,270	59,496
Belgium	...	136,528	56,843
Czechoslovakia	...	225,525	223,427
France	...	1,751,031	1,408,283
Germany	...	970,252	847,362
Greece	...	159,940	114,669
Holland	...	76,093	105,231
Italy	...	1,093,579	820,372
Japan	...	563,218	442,836
Poland	...	155,571	114,336
Russia	...	578,768	831,920
Spain	...	333,068	285,564
Switzerland	...	530,017	553,633
Syria	...	84,778	92,389
United States	...	2,913,350	1,384,129
Total, including other countries	...	15,281,276	13,266,906

## APPENDIX XIV.

## EXPORTS OF RAW COTTON IN 1927 AND 1928.

Destination.	Year.	Sakel Cantars.	Ashmouni Cantars.	Other varieties Cantars.	Total Cantars.
United Kingdom ...	1928	1,364,326	1,326,598	205,923	2,896,847
	1927	1,488,970	1,148,741	210,367	2,848,078
British India ...	1928	7,039	75	2,575	9,689
	1927	6,951	78	7,262	14,291
Austria ...	1928	4,825	34,008	1,583	40,416
	1927	6,145	42,062	3,975	52,182
Belgium ...	1928	7,201	31,371	1,498	40,070
	1927	11,148	17,169	2,388	30,705
Czechoslovakia ...	1928	29,605	122,281	2,866	154,752
	1927	34,560	158,457	3,717	196,734
France ...	1928	437,594	483,747	68,424	989,765
	1927	399,440	370,760	52,252	822,452
Germany ...	1928	63,142	251,406	114,209	428,757
	1927	79,589	300,539	120,180	500,308
Greece ...	1928	1,045	1,758	2,368	5,171
	1927	5,214	4,658	6,297	16,169
Holland ...	1928	4,277	4,348	15	8,640
	1927	9,261	12,830	582	22,673
Hungary ...	1928	1,366	2,989	134	4,489
	1927	1,031	2,201	—	3,232
Italy... ...	1928	179,703	306,903	16,793	503,399
	1927	159,366	257,744	21,171	438,281
Japan ...	1928	121,080	122,082	39,811	282,973
	1927	175,415	126,061	14,360	315,836
Poland ...	1928	32,850	31,937	8,078	72,865
	1927	22,175	26,375	4,125	52,675
Russia ...	1928	252,375	223,531	25,564	501,470
	1927	118,225	173,690	5,198	297,113
Spain ...	1928	44,488	117,016	13,524	175,028
	1927	48,259	106,024	16,006	170,289
Switzerland ...	1928	84,460	183,587	59,526	327,573
	1927	113,105	186,707	59,360	359,172
U.S.A. ...	1928	271,954	694,330	10,981	977,265
	1927	336,740	881,191	8,361	1,226,292
Total, including other countries	1928	2,910,848	3,947,041	575,275	7,433,164
	1927	3,019,901	3,825,057	538,243	7,383,201

NOTE.—One Egyptian Cantar = Kilos 44.928.

Quantities represent net weight (97% of gross weight).



## APPENDIX XV.

## EXPORTS OF RAW COTTON—VALUE IN £E.

Destination.	Year.	Sakel.	Ashmouni.	Other Varieties.	Total.
United Kingdom ...	1928	8,349,663	7,988,877	1,230,816	17,569,356
	1927	7,744,620	5,972,487	1,091,541	14,808,648
British India ...	1928	43,378	416	15,849	59,643
	1927	34,879	331	32,526	67,736
Austria ...	1928	28,742	206,952	9,835	245,529
	1927	30,476	223,180	18,980	272,636
Belgium ...	1928	43,606	187,550	8,608	239,764
	1927	56,209	82,425	12,186	150,820
Czechoslovakia ...	1928	181,423	750,092	16,353	947,868
	1927	186,888	848,165	17,393	1,052,446
France ...	1928	2,690,619	2,927,657	422,180	6,040,456
	1927	2,188,407	1,970,926	283,477	4,442,810
Germany ...	1928	388,874	1,520,269	697,738	2,606,881
	1927	422,747	1,579,125	626,622	2,628,494
Greece ...	1928	6,109	11,970	15,306	33,385
	1927	27,488	23,380	32,575	83,443
Holland ...	1928	25,706	26,101	89	51,896
	1927	50,462	69,989	2,609	123,060
Hungary ...	1928	8,678	19,302	747	28,727
	1927	5,540	10,861	—	16,401
Italy ...	1928	1,104,458	1,854,380	99,958	3,058,796
	1927	852,115	1,363,941	115,473	2,331,529
Japan ...	1928	742,999	737,277	234,221	1,714,497
	1927	881,803	637,018	86,426	1,605,247
Poland ...	1928	205,958	197,181	50,186	453,325
	1927	122,881	150,342	23,044	296,267
Russia ...	1928	1,564,980	1,385,662	158,475	3,109,117
	1927	712,455	998,305	31,639	1,742,399
Spain ...	1928	275,694	711,402	82,577	1,069,673
	1927	256,884	570,324	85,948	913,156
Switzerland ...	1928	512,848	1,103,976	359,245	1,976,069
	1927	583,080	962,932	316,642	1,862,654
U.S.A. ...	1928	1,655,666	4,128,681	64,311	5,848,658
	1927	1,755,052	4,717,333	40,685	6,513,070
Totals, including other countries ...	1928	17,850,130	23,812,618	3,475,075	45,137,823
	1927	15,933,250	20,232,854	2,833,088	38,999,192

Average prices, per cantar (Near month quotations) for the year 1928 :—  
Sakel \$37·40, Uppers \$24·90.

APPENDIX XVI.  
COMPARATIVE AREAS UNDER CULTIVATION AND ESTIMATED CROP YIELDS.

Crop.	Area sown.			Yield per feddan.			Unit.
	1926	1927	1928	1926	1927	1928	
Rice Seif	184,290	358,432	206,689	1,440	1,388	1,468	Dariba
" Nili	44,346	61,897	58,802*	1,147	1,209	1,254	"
Wheat ...	1,475,456	1,594,188	1,531,671	4,58	5,05	4,42	Ardeb
Millet Seif	179,755	179,547	162,759	10,63	9,48	10,54	"
" Nili	92,794	75,395	71,625*	5,20	5,58	5,38*	"
Maize Seif	5,843	18,554	12,682	6,85	7,35	6,98	"
" Nili	2,079,695	2,114,666	2,008,933*	7,01	6,96	6,90*	"

\* Estimated.

One Dariba equals 934.5 kilos.

EXPORTATION OF ABOVE CROPS.

Crop.	Unit.		1926	1927	1928
Rice	...	Kilogramme	17,995,459	37,423,683	79,566,469
Wheat	...	Ardeb (150 Kg.)	888	40,592	42,933
Millet	...	" (140 " )	2,407	40,102	2,036
Maize	...	" (140 " )	3,298	159,812	973,963

## APPENDIX XVI—continued.

## PERCENTAGE OF EXPORTATION TO EACH COUNTRY.

Countries.	Rice.			Wheat.			Millet.			Maize.		
	1926 %	1927 %	1928 %	1926 %	1927 %	1928 %	1926 %	1927 %	1928 %	1926 %	1927 %	1928 %
Arabia	—	—	—	65	8	11	—	—	—	42	14	2
Eritrea	—	—	—	—	3	—	—	3	—	—	14	1
France	6	2	3	—	17	—	—	—	—	46	30	11
Germany	1	4	3	—	—	—	—	—	—	—	8	23
Greece	12	18	12	4	23	40	—	3	—	2	—	13
Holland	—	—	2	—	—	—	—	23	—	—	—	—
Palestine	23	19	7	—	—	—	—	—	—	—	—	—
Syria	42	29	12	29	—	—	14	—	—	8	1	—
United Kingdom	2	3	2	—	36	—	70	58	36	—	32	29
Others	14	25	59	2	13	49	16	11	64	2	1	21
	100	100	100	100	100	100	100	100	100	100	100	100

## APPENDIX XVII.

## RUSSIAN TRADE WITH EGYPT.

	1927 £E	1928 £E
Imports from Russia ... ..	806,868	958,316
Exports to Russia* ... ..	1,742,442	3,109,706

## PRINCIPAL ITEMS.

	£E	£E
<i>Imports—</i>		
Kerosene ... ..	538,092	533,244
Leaf tobacco ... ..	8,817	6,087
<i>Exports—</i>		
Cotton, raw*... ..	1,742,399	3,109,117

\* Exports consist practically of raw cotton.

## TRADE BETWEEN EGYPT AND RUSSIA IN 1928.

	Units of Quantity.	Quantity.	Value in £E.
<b>IMPORTS.</b>			
<i>Animals and Animal Food Products—</i>			
Bullocks ... ..	Number	7,538	44,643
Sheep and lambs ... ..	"	7,819	7,036
Cocks and hens ... ..	"	31,756	3,206
Cheese... ..	Kgs.	77,940	5,514
Other articles ... ..			913
	Total		61,312
<i>Cereals, Flour and Agricultural Products—</i>			
Wheat flour ... ..	Kgs.	2,976,060	37,166
Seeds (excluding plant seeds) ... ..	"	583,606	12,090
Other articles ... ..			4,453
	Total		53,709
<i>Colonial Produce and General Grocery—</i>			
Sugar (beetroot) ... ..	Kgs.	9,085,105	128,277
Macaroni and similar pastes ... ..	"	253,662	3,696
Other articles ... ..			1,090
	Total		133,063
<i>Spirits, Beverages and Oils—</i>			
Kerosene ... ..	M. Tons	127,092	533,244
Benzine ... ..	"	14,701	123,264
Oil fuel (Mazout) ... ..	"	2,322	5,877
Other articles ... ..			1,429
	Total		663,814
<i>Wood and Coal—</i>			
Coal ... ..	M. Tons	14,684	17,961
Other articles ... ..			213
	Total		18,174

APPENDIX XVII—*continued.*

		Units of Quantity.	Quantity.	Value in £E.
<i>Stone, Earthenware and Glassware—</i>				
Cement	... ..	Kgs.	6,209,233	12,378
Other articles	... ..			951
			Total	12,969
<i>Chemical and Medicinal Products and Perfumery—</i>				
Caustic soda	... ..	Kgs.	292,816	3,285
Matches	... ..	Cases	1,307	3,633
Other articles	... ..			1,537
			Total	8,455
<i>Tobacco, Tombac and Cigars—</i>				
Tobacco (leaf)	... ..	Kgs.	26,231	6,087
Other categories of goods	... ..			733
			Total value of Imports	958,316
EXPORTS.				
<i>Raw Cotton—</i>				£E.
Sakellarides	... ..	Cantars	252,375	1,564,980
Ashmouni	... ..	"	223,531	1,385,662
Pilion...	... ..	"	24,641	152,912
Other kinds	... ..	"	923	5,563
Other articles	... ..			589
			Total value of Exports	3,109,706

## APPENDIX XVIII.

TOTAL ARRIVALS AT AND DEPARTURES FROM ALL EGYPTIAN PORTS DURING THE YEAR 1928, WITH CARGO AND PASSENGERS EMBARKED AND DISEMBARKED.

ARRIVALS.					DEPARTURES.			
Nationality of vessels.	Number of vessels.	Net registered tonnage.	Tons of cargo landed.	Passengers landed.	Number of vessels.	Net registered tonnage.	Tons of cargo shipped.	Passengers embarked.
British ...	3,882	15,198,253	2,862,402	72,999	3,883	15,205,509	977,794	67,196
Egyptian ...	411	267,457	90,791	1,938	413	278,614	54,005	2,211
American ...	186	898,672	79,385	1,201	187	901,569	34,329	1,355
Belgian ...	43	113,296	131,385	9	43	112,448	31,745	2
Danish ...	64	214,832	24,696	174	62	213,432	12,362	86
Dutch ...	765	3,328,770	238,817	1,791	767	3,335,367	45,396	1,364
French ...	660	3,137,458	214,629	19,461	661	3,135,869	101,544	18,442
German ...	517	1,943,009	285,042	2,096	517	1,942,977	132,076	1,965
Greek ...	516	627,172	536,705	11,147	510	613,468	223,013	11,593
Italian ...	1,223	3,600,243	605,720	25,935	1,223	3,602,164	364,693	25,136
Japanese ...	159	818,105	8,417	1,444	159	848,105	12,208	771
Norwegian ...	120	338,538	159,492	56	121	343,120	34,632	28
Roumanian ...	45	62,784	24,875	2,473	45	62,397	11,623	2,438
Russian ...	69	139,932	49,415	6	69	138,655	32,190	40
Swedish ...	95	297,022	55,327	172	96	298,284	46,509	217
Yugoslavian ...	35	67,302	108,355	29	34	65,864	11,263	2
Others ...	102	209,512	80,954	4,648	101	209,609	33,676	4,668
Total ...	8,892	31,292,357	5,556,407	145,579	8,891	31,307,451	2,159,058	138,234

## APPENDIX XIX.

## LIST OF THE PRINCIPAL BANKS ESTABLISHED IN EGYPT.

Name.	Registered Nationality.	Fully paid up Capital.	Reserves.
		£E.	£E.
National Bank of Egypt ...	Egyptian	3,000,000	2,875,000
Barclays Bank (D.C.O.) ...	British	4,851,000	1,184,000
Ottoman Bank ... ..	Turkish	4,875,000	1,219,000
Crédit Lyonnais ... ..	French	9,945,000	9,586,000
Ionian Bank Ltd. ... ..	British	575,000	244,000
Comptoir National d'Escompte de Paris ... ..	French	9,750,000	4,056,000
Banco Italo-Egiziano (Italian)...	Egyptian	488,000	31,000
Banca Commerciale Italiana per l'Egitto (Italian) ... ..	Egyptian	500,000	5,000
Deutsche Orient Bank A.G. (Local Board) ... ..	German	Rms. 10,000,000	—
Yokohama Specie Bank ...	Japanese	—	—
		Frs.	
Banque d'Orient ... ..	Greek	35,000,000	—
		£E.	
Banque Misr ... ..	Egyptian	1,000,000	514,000
Banque Belge et Internationale (Belgo-American-Swiss-Egyptian) ... ..	Egyptian	500,000	—
		Frs.	
Cassa di Sconto et di Risparmio	Egyptian	9,000,000	—
		Drach.	
Banque d'Athènes . ... ..	Greek	72,000,000	—
		£ Stg.	
Commercial Bank of Egypt ...	Egyptian	150,000	—

## MORTGAGE BANKS.

		£E.	£E.
Crédit Foncier Egyptien (French interests) ... ..	Egyptian	31,344,000	5,865,000
Agricultural Bank of Egypt (British interests) ... ..	Egyptian	7,717,000	1,719,000
Land Bank of Egypt ... ..	Egyptian	3,825,000	1,520,000
Mortgage Company of Egypt Ltd. ... ..	Egyptian	2,047,000	684,000
Crédit Foncier d'Orient ...	French	1,024,000	78,000

Other banks engaged in special operations are the following:—

		£E.	£E.
Messrs. Thos. Cook and Son ...	British	100,000	70,000
		Dollars.	
American Express Co. Inc. ...	American	6,000,000	—
		£E.	
Commercial Bank of the Near East Ltd. ... ..	British	200,000	—

and several cotton merchant houses in Alexandria who advance money to growers in connection with their transactions.

## APPENDIX XX.

INDUSTRIAL CONCERNS ALREADY ESTABLISHED OR UNDER CONSIDERATION  
BY THE BANQUE MISR.

	Capital £E.
Imprimerie Misr (Printing Press) ... ..	500,000
Société Misr pour le commerce et l'égrenage du coton (Cotton Ginning) ... ..	200,000
Société Anonyme Egyptienne pour l'Industrie du papier (Stationery) ... ..	30,000
Société Misr pour le Transport et la Navi- gation (Transport) ... ..	15,000
Société Misr pour le Théâtre et la Cinéma (Cinema and Drama) ... ..	15,000
Société Misr pour la Filature et le Tissage du Coton (Cotton Spinning and Weaving)	300,000
Société Misr pour le Tissage de la Soie (Silk Weaving) ... ..	30,000
Société Misr pour le Lin (Linen Weaving) ...	10,000
Société Misr pour les Pêcheries (Red Sea Fisheries) ... ..	20,000

The local bank also possesses a branch in Paris with a capital of 5,000,000 francs, for purposes of ordinary banking and with the objects of fostering the Egyptian tourist traffic in France.

Industries which the local bank proposes to establish are the following:—

Chemical products  
Electric power  
Clothing factory  
Furniture manufacture  
Building  
Leather goods  
Glass manufacture  
Agriculture



## APPENDIX XXI.

## QUANTITIES OF ALL MINERALS AND METALS PRODUCED IN EGYPT DURING 1928.

	Metric Tons.
Petroleum ... ..	268,323
Phosphate Rock ... ..	200,563
Manganese ... ..	137,502
Nitrate Shale ... ..	614
Crude Carbonates and Sulphates of Soda ...	105
Ochre ... ..	944

## APPENDIX XXII.

AVERAGE MONTHLY CIRCULATION WITH THE PUBLIC OF BANKNOTES OF THE  
NATIONAL BANK OF EGYPT FOR THE YEARS 1926, 1927 & 1928.

	1926. £E.	1927. £E.	1928. £E.
January ... ..	32,211,177	26,539,598	26,022,453
February... ..	31,952,229	26,581,050	25,400,664
March ... ..	30,967,326	26,706,216	25,830,488
April ... ..	29,981,290	26,373,290	25,638,409
May ... ..	29,079,292	26,397,308	25,712,865
June ... ..	28,176,539	25,346,043	24,019,639
July ... ..	25,891,180	23,796,682	22,505,248
August ... ..	24,328,288	22,969,140	21,376,194
September ... ..	24,583,874	26,718,205	23,564,982
October ... ..	26,517,967	30,433,436	29,714,920
November ... ..	27,544,799	30,192,832	30,676,349
December ... ..	27,520,880	27,433,309	30,391,660

## APPENDIX XXIII.

## BANKERS' CLEARING HOUSE.

## Quarterly Turnover.

Cairo Clearing House inaugurated 19.11.28.

	£E.
19th November to 31st December, 1928 ...	8,665,252
Quarter ending 31st March, 1929 ... ..	18,329,229
Quarter ending 30th June, 1929 ... ..	19,560,013

Alexandria Clearing House inaugurated 23.5.29.

	£E.
23rd May to 30th June, 1929 ... ..	4,641,830

REPORTS by H.M. Trade Commissioners, Commercial Diplomatic and Consular Officers on commercial and financial conditions in the following countries, issued, or in course of preparation, by the Department of Overseas Trade :—

A.—During the year 1928.

Australia ... ..	3s. 0d. (3s. 2d.)	Japan ... ..	3s. 0d. (3s. 2d.)
Austria ... ..	1s. 6d. (1s. 7d.)	Jugo-Slavia ... ..	1s. 6d. (1s. 7d.)
Belgium ... ..	4s. 0d. (4s. 2d.)	Lithuania ... ..	9d. (9½d.)
Bulgaria ... ..	1s. 0d. (1s. 0½d.)	Mexico ... ..	2s. 0d. (2s. 1d.)
Chile ... ..	3s. 8d. (3s. 8d.)	Netherlands ... ..	3s. 0d. (3s. 2d.)
China... ..	2s. 6d. (2s. 8d.)	Nicaragua ... ..	6d. (6½d.)
Cuba ... ..	1s. 0d. (1s. 0½d.)	Persia ... ..	1s. 6d. (1s. 7d.)
Ecuador ... ..	1s. 0d. (1s. 0½d.)	Poland ... ..	1s. 6d. (1s. 7d.)
Egypt ... ..	1s. 6d. (1s. 7d.)	Portugal ... ..	1s. 6d. (1s. 7d.)
France ... ..	5s. 0d. (5s. 4d.)	Roumania ... ..	2s. 0d. (2s. 1d.)
Germany ... ..	3s. 6d. (3s. 8d.)	South Africa ... ..	2s. 0d. (2s. 1d.)
Greece ... ..	2s. 0d. (2s. 1d.)	Spain... ..	1s. 6d. (1s. 7d.)
Honduras and El Salvador ... ..	1s. 6d. (1s. 7d.)	Sweden ... ..	1s. 6d. (1s. 7d.)
Hungary ... ..	1s. 6d. (1s. 7d.)	Syria... ..	1s. 0d. (1s. 0½d.)
India ... ..	3s. 0d. (3s. 2d.)	Turkey ... ..	1s. 0d. (1s. 0½d.)
Italy ... ..	3s. 6d. (3s. 8d.)	Uruguay ... ..	1s. 0d. (1s. 0½d.)
		Venezuela ... ..	9d. (9½d.)

B.—During the year 1929.

Angola ... ..	1s. 0d. (1s. 0½d.)	Finland ... ..	1s. 0d. (1s. 0½d.)
Argentina ... ..	3s. 0d. (3s. 2d.)	Germany ... ..	3s. 6d. (3s. 8d.)
Australia ... ..	(In preparation.)	Italy ... ..	3s. 0d. (3s. 2d.)
Austria ... ..	(In preparation.)	Japan ... ..	(In preparation.)
Belgium ... ..	4s. 6d. (4s. 8d.)	Latvia ... ..	9d. (9½d.)
Bolivia ... ..	1s. 6d. (1s. 7d.)	Netherlands East Indies ... ..	3s. 0d. (3s. 2d.)
Brazil ... ..	3s. 6d. (3s. 8d.)	Nicaragua and Guatemala ... ..	1s. 6d. (1s. 7d.)
British Malaya ... ..	3s. 0d. (3s. 2d.)	Norway ... ..	2s. 0d. (2s. 1d.)
British West Indies... ..	2s. 6d. (2s. 8d.)	Persian Gulf ... ..	1s. 3d. (1s. 4d.)
Canada ... ..	3s. 0d. (3s. 2d.)	Philippine Islands ... ..	1s. 0d. (1s. 0½d.)
Colombia ... ..	(In preparation.)	Poland ... ..	1s. 6d. (1s. 7d.)
Czechoslovakia ... ..	1s. 6d. (1s. 7d.)	Roumania ... ..	1s. 6d. (1s. 7d.)
Denmark ... ..	1s. 6d. (1s. 7d.)	Siam ... ..	1s. 6d. (1s. 7d.)
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